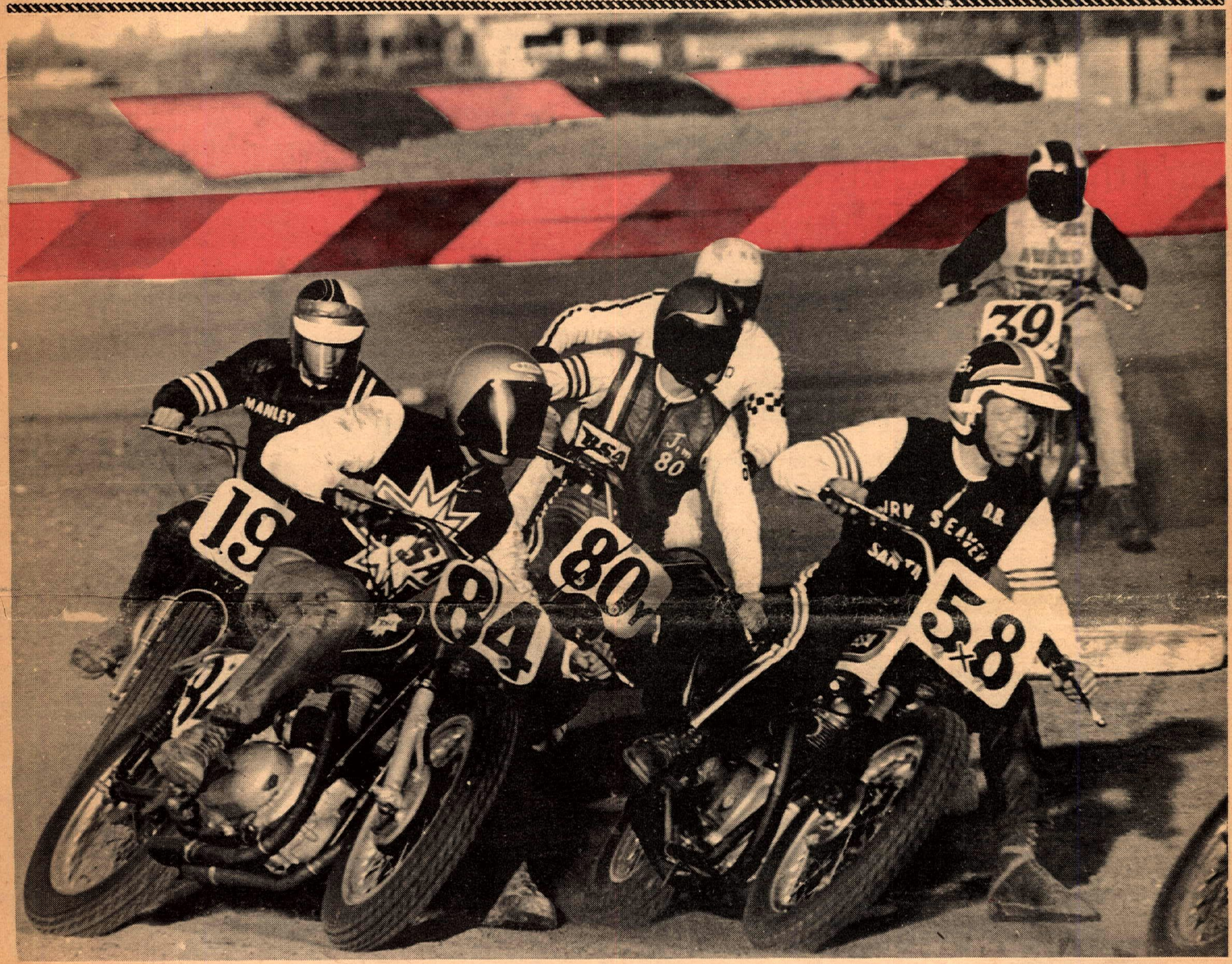
VOLUME VI NUMBER 1

January 21, 1969

CYCLE NEWS

The Motorcycle Enthusiast's Weekly Newspaper

WEST 25¢



They're bunched up on a turn of the new Ascot TT course, seen for the first time for the Clyde Litch Benefit race January 1. Dallas Baker, 58, Eddie Wirth, 84, Jim Rice, 80y, Bill Manley, 19, and Ron Kruseman are tight, fast and hot after the leaders. See page 6.
– Photo by Dennis Greene.

AscoTT Desert Snow & Sand AsphalTT

Moto-X Trials Motorcycle FUN! Scrambles

NEWSPAPER

CYCLE NEWS
6477 North Long Beach Boulevard
Long Beach, California 90805

NATIONAL CALENDAR OF EVENTS

AMA NATIONAL CHAMPIONSHIP CALENDAR

(NOTE— These listings are incomplete. As more information from AMA headquarters is received, it will be published here.)

FRIDAY, FEBRUARY 7, 1969
35 LAP INDOOR SHORT TRACK NATIONAL CHAMPIONSHIP by Pace Management Corp., Houston, Tex.(Astrodome).

SATURDAY, FEBRUARY 8, 1969
30 LAP INDOOR TT NATIONAL by Pace Management Corp., Houston Astrodome.

SUNDAY, MARCH 9, 1969
75 MILE NATIONAL CHAMPIONSHIP ENDURO by the Georgia Crackers M.C., Decatur, Ga.

SUNDAY, MARCH 30, 1969
95 MILE ENDURO NATL. CHAMPIONSHIP by South Jersey Enduro Riders, Mt. Ephriam, N.J.

SUNDAY, APRIL 20, 1969
100 MILE ENDURO NATIONAL by Bristol Twins M.C., Bristol, Va.

SUNDAY, APRIL 27, 1969
90 MILE ENDURO NATIONAL CHAMPIONSHIP by Tompkins County M.C., Newfield, N.Y.

SUNDAY, MAY 4, 1969
175 MILE ENDURO NATIONAL CHAMPIONSHIP by Midwest National Enduro Riders, Sterling, Ill.

DIRT TRACK NATIONAL CHAMPIONSHIP by John Blanton at Cumberland, Md.

SUNDAY, MAY 11, 1969
DIRT TRACK NATIONAL CHAMPIONSHIP by Professional Motorcycling Inc., Terre Haute, Ind.

SUNDAY, MAY 25, 1969
250 MILE NATIONAL CHAMPIONSHIP ENDURO by Enduro Riders Assn., Columbus, Ohio.

SUNDAY, MAY 25, 1969
1/2-MILE DIRT TRACK NATIONAL CHAMPIONSHIP by Jack Vanino at Reading, Pa.

SAT., MAY 31, SUN., JUNE 1, 1969
500 MILE GREENHORN NATIONAL CHAMPIONSHIP ENDURO by the Pasadena Motorcycle Club, Pasadena, Calif.

SATURDAY, JUNE 7, 1969
DIRT TRACK NATIONAL CHAMPIONSHIP at Louisville Downs, Louisville, Ky.

SUNDAY, JUNE 8, 1969
115 MILE ENDURO by Back Mountain Enduro Riders, Dallas, Pa.

SUNDAY, JUNE 15, 1969
1/2-MILE DIRT TRACK NATIONAL CHAMPIONSHIP at Jennerstown, Pa.

SUNDAY, JUNE 22, 1969
15-MILE MINI ROAD RACE NATIONAL CHAMPIONSHIP by Pittsburg Racing Assn., Heidelburg, Pa.

FRIDAY, JUNE 27, 1969
25-LAP NATIONAL TT by Santa Fe Park Enterprises at Hinsdale, Ill.

SUNDAY, JUNE 29, 1969
CHARITY NEWSIES DIRT TRACK NATL. CHAMPIONSHIP 1/2-MILE at Columbus, Ohio.

SUNDAY, JULY 6, 1969
1/2-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by Bob Barkhimer & Assoc. at San Jose, Calif.

SATURDAY, JULY 12, 1969
50 LAP TT NATIONAL by J.C. Agajanian at Ascot Park, Gardena, Calif.

SATURDAY, JULY 19, 1969
30-LAP TT NATIONAL by Mt. St. Helens M.C. at Castle Rock, Wash.

SUNDAY, JULY 27, 1969
20-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by Bob Barkhimer & Assoc. at Santa Rosa, Calif.

SAT., AUG. 2 & SUN., AUG. 3, 1969
110-MILE NATIONAL CHAMPIONSHIP ROAD RACE including 250cc Amateur and Expert race. Practice on Saturday. By Floyd Clymer, 222 N. Virgil Ave., Los Angles, Calif. At Indianapolis Raceway Park, Indianapolis, Ind.

SUNDAY, AUGUST 3, 1969
HILLCLIMB NATIONAL CHAMPIONSHIP (Class A Bikes) by White Rose M.C., Jefferson, Pa.

FRIDAY, AUGUST 15, 1969
SHORT TRACK NATIONAL CHAMPIONSHIP by Santa Fe Park Enterprises, Hinsdale, Ill.

SUNDAY, AUGUST 17, 1969
20-LAP TT NATIONAL by Peoria M.C., Peoria, Ill.

SUNDAY, AUGUST 24, 1969
15-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by Scanlan's Promotions, Inc. at Sedalia, Mo.

MONDAY, SEPTEMBER 1, 1969
100 MILE NATIONAL CHAMPIONSHIP DIRT TRACK by Bushkill Valley M.C. at Nazareth, Pa. (TENTATIVE).

SATURDAY, SEPTEMBER 13, 1969
1/2-MILE NATIONAL CHAMPIONSHIP DIRT TRACK by J.C. Agajanian at Ascot Park, Gardena, Calif.

SUNDAY, SEPTEMBER 28, 1969
135 MILE NATIONAL ENDURO by Meteor M.C., Camden, New Jersey.

DIRT TRACK NATIONAL CHAMPIONSHIP by Mar-Car Inc., Oklahoma City, Okla.

SUNDAY, OCTOBER 5, 1969
25 MILE NATIONAL DIRT TRACK by J.C. Agajanian on Sacramento, Calif. mile track.

150 MILE ENDURO CHAMPIONSHIP by Riverside Bombers M.C., Riverside. Calif.

SUNDAY, OCTOBER 19, 1969
155 MILE ENDURO CHAMPIONSHIP by Midwest Enduro Team, St. Louis, Mo.

SUNDAY, NOVEMBER 9, 1969
125 MILE NATIONAL CHAMPIONSHIP ENDURO by Hayward M.C., Hayward, Calif.

WESTERN CALENDAR OF EVENTS

Readers are advised that listing in this calendar is a free Service. Cycle News disclaims any responsibility for cancellation or changing of events by promoters without notice.

EVERY FRIDAY NIGHT
SPORTSMAN TT RACES at Trojan Raceway, located corner Long Beach Fwy. & Firestone Blvd. Firestone to Garfield, so. on Garfield, west on Southern to track. Any affil. okay, 100cc & 250cc.

EVERY SATURDAY NIGHT
TT SCRAMBLES RACING each and every Sat. night through the summer. Limited amount of riders is 150. Perris M.C. Recreation Center, Perris, Calif.

TT RACING under the lights at Elsinore Race Track. Just off Hwy. 71, east of Perris, Calif. turnoff. Sportsman trophies for all classes.

FIRST SUNDAY OF EVERY MONTH
MOTORCYCLE RACES at Deadman's Point in Apple Valley, Cal. European Scrambles, 3 one hour races, 3 classes. Post entries only. Prac. 8 a.m., race 10 a.m. Info: (714) 247-7473 evens.

3rd SUNDAY OF EVERY MONTH
MOTO-CROSS races at Deadman's Point. Apple Valley, Cal. All classes. Post entries only. Prac. 8 a.m., race 10 a.m. Info: (714) 247-7473 evenings.

EVERY SUNDAY
MOTORCYCLE DRAG RACING at Lions Drag Strip, 223rd and Alameda in Wilmington, Cal. Info: (213) 424-0961.

FRIDAY, JAN. 17 & 24th
TT RACES at Trojan Raceway, Long Beach Freeway near Firestone in South-Gate, Cal. 17th: 50 lapper for 100's, 250 heats; 24th: 250cc 50 lapper, 100 heats. Back a week if rain. First 60 to sign up only, each race. Info: 923-7115.

SUNDAY, JANUARY 19th
WINTER ENDURO by the Sonora Pass M.C., starting from Confidence, Cal. AMA sanc. First rider out at 9:01 a.m. Info: Box 259, Sonora, Cal. 95370.

MOTO-CROSS at Carlsbad, Carlsbad, Cal. AMA sanc. Expert prac. 8 a.m., race 9 a.m. Novice prac. and motos after lunch. Info: (714) 745-1311.

TT SCRAMBLES at Elsinore Cal. by the San Pedro M.C., AMA sanc. Ltwgts. prac. 8 a.m., race 8:30 a.m.; hvwts. prac. 1:30 p.m., race 2 p.m.

WINTER SCRAMBLES at Salinas, Cal. by the Salinas Ramblers. On hwy. 101, 12 miles north of Salinas at Crzy Horse Canyon Rd. No machines under 200cc. Prac. 9 a.m., race noon. Info: 422-9809.

EUROPEAN SCRAMBLES by the San Gabriel Valley M.C., Dist. 37 points. Limed from California City Golf course. Trailbikes 9 a.m. start, ltgtwts. 10:30 a.m., hvywts. at noon, sidehacks 1:15.

MOTO-CROSS at Deadman's Point, Apple Valley, Cal. by the Desert Challengers. Free entry to riders, big trophies. Prac. 8:30 a.m., first race 10 a.m. Info: (213) 845-6448.

THURS.–SUN., JANUARY 23–26th
AHRA WINTERNATIONAL CHAMPIONSHIPS, Beeline Dragway, Phoenix, Ariz.

SAT. & SUN., JAN. 25 & 26th
DIRTDIGGERS GRASS TRACK SCRAMBLES on the [illegible] Polo Field in Carpenteria. Rescheduled for June 28 & 29th. Sportsman classes and sidehacks.

SUNDAY, JANUARY 26th
TT SCRAMBLES at Adelanto, Cal. on Hwy. 395, by the Scramblers M.C. Dist. 37 Point race. Ltwt. prac. 8 a.m., race 9 a.m.; hvywt. prac. noon, race 1 p.m. Clock trophies to first, each class. Info: (805) 497-2060.

TT SCRAMBLES at Carlsbad. $5 post entry. Info: (213) 886-3116.

ENGLISH TRIALS by the Southern California Trials Assn. at Oak Glen, 10 miles north of Beaumont, Cal. Sign-up 9:30 a.m. Spark arrestors & mufflers mandatory. Info: (213) 865-3991.

CYCLE NEWS

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HARE SCRAMBLES by the Groundshakers M.C., 11 a.m. Limed from Glendale Junction and Salt Lake Hwy., 1-1/2 hours from Las Vegas, Nevada.

19th ANNUAL MOOSE RUN HARE SCRAMBLES by the Four Aces M.C., Dist. 37 points. 10 a.m. start. Limed from Wagon Wheel Cafe, 14 miles north of Mojave on Hwy. 14. Info: (213) 845-8834.

SUNDAY, FEBRUARY 2nd

EUROPEAN SCRAMBLES at Encinitas, Cal. by the Sage Hoppers' M.C. 3rd annual Rat Race. Prac. 9 a.m., race 10 a.m. AMA sanc. Limed from Freeway #5 and Encinitas Blvd. Info: (714) 753-2907.

MOTO-CROSS at Elsinore by Hi-Jinx M.C. Limed on Hwy. 71. Meeting 9:30 a.m., race 10 a.m. Info: (213) 865-4508.

HARE SCRAMBLES by Marin County M.A. at China Camp, just north of San Rafael, Cal. Prac. 9 a.m., race at noon. Limed on Hwy. 101, north of San Rafael. Take San Pedro exit. Info: (415) 897-5901.

ANNUAL GOLD RUSH ENDURO by the Prospectors M.C. AMA sanc. Start 8 a.m. Limed from Palmdale & Adelanto on Palmdale Blvd. Info: Earl Wilson, 1547 W. 219th St., Torrance, Cal. 90501.

FRIDAY, FEB. 7, 14th

INDOOR MOTORCYCLE SHORT TRACK by Bob Barkhimer Assoc. Inc. at the Cow Palace, San Francisco, Cal. Pitgate 6 p.m., trials or warm-ups, 7 p.m., races start 8:30 p.m.

SAT. & SUN., FEBRUARY 8th & 9th

ELSINORE GRAND PRIX by the Gripsters M.C., AMA sanc. Dist. 37 desert scrambles. Races 11 a.m., small bikes Sat., big bikes and sidehacks Sun.

SUNDAY, FEB. 9th

MOTO-CROSS at the new Poso Park, 18 miles north of Bakersfield on Freeway 99 at Famoso Junction, by the Kern County Trailblazers. Prac. 9:30 a.m., race 10:30. Dist. 35 points.

SUNDAY, FEBRUARY 16th

LYTTLE CREEK ENDURO at Inland Motorcycle safety course in Rialto, Cal., by the Crestline M.C. For beginner and small bikes. Trophies for age 16 & under. Dad can ride along. Info: D. Smith (714) 882-1818.

SAT. & SUN., MARCH 1 & 2nd

GRIFFITH PARK GRAND PRIX by the Griffith Park M.C. 100 miles. Sat: 0 to 250cc, Sun: 251 to Open. Dist. 37 desert and scrambles points. Pits marked from Ventura Freeway & Victory offramp.

AMA—DISTRICT 37 1969 SPORTING CALENDAR Point Events Only

JANUARY	
19 San Gabriel	European Scr.
San Pedro	TT Scrambles
26 Dirt Diggers	TT Scrambles
Scramblers	TT Scrambles
Four Aces	Hare Scramles
FEBRUARY	
2 Prospectors	Enduro
8&9 Gripsters	Grand Prix Scr.
16 Perris Valley	TT Scrambles
Desert M.C.	Hare & Hound
23 San Bernardino	TT Scrambles
Sidewinders	Hare Scrambles
MARCH	
9 Sportsmen	TT Scrambles
San Pedro	TT Scrambles
Sand Blasters	Hare & Hound
16 Desert Phantoms	TT Scrambles
Four Aces	TT Scrambles
Prospectors	Hare Scrambles
23 Sinners	TT Scrambles
Invaders	Hare Scrambles
29 & 30 Viewfienders	Grand Prix
30 Lost Angels	Hare Scrambles
APRIL	
13 High Side M.C.	Moto Cross
Victors	Hare & Hound
20 Lightweights	TT Scrambles
Foothill Hawks	Hare Scrambles
27 San Bernardino	TT Scrambles
Simi Valley	Hare Scrambles
MAY	
4 Shamrocks	Enduro
11 Powder Puff	TT Scrambles
Red Dots	Hare Scrambles
18 Stump Jumpers	Moto Cross
Simi Valley	TT Scrambles
Orange County	Hare Scrambles
25 Desert Phantoms	TT Scrambles
Sand Blasters	European Scr.
Side Winders	European Scr.
30 Shamrocks	Moto Cross
San Bernardino	Hare Scrambles
JUNE	
8 Orange County	TT Scrambles
Antelope Ramblers	Hare & Hound
15 100's	Hare Scrambles
Perris Valley	TT Scrambles
High Side	TT Scrambles
22 Lost Angels	TT Scrambles
Sand Blasters	Hare Scrambles
So. Cal.	TT Scrambles
29 Dirt Diggers	European Scr.
Spoke Benders	
JULY	
13 Desert Phantoms	TT Scrambles
Crestline	Hare & Hound
19 Stump Jumpers	TT Scrambles
27 Four Aces	European Scr.
AUGUST	
10 Gripsters	TT Scrambles
17 Invaders	European Scr.
24 Simi Valley	Rough Scr.
Lost Coyotes	European Scr.
31 Coachella Valley	European Scr.
SEPTEMBER	
1 Crestline	European Scr.
14 Shamrocks	Hare & Hound
San Bernardino	TT Scrambles
Orange County	Moto Cross
21 Desert Phantoms	TT Scrambles
Spoke Benders	Hare Scrambles
28 Dusters	Hare & Hound
OCTOBER	
5 Riverside Bombers	Enduro
12 Sportsmen	TT Scrambles
Side Hacks Assn.	TT Scrambles
Checkers	Hare & Hound
19 Powder Puff	TT Scrambles
Buzzards	Hare Scr.
26 Gripsters	TT Scrambles
Rams	Hare & Hound
NOVEMBER	
2 Foothill Hawks	Enduro
8 & 9 Dirt Diggers	Grand Prix
16 Bushmasters	TT Scrambles
So. Cal.	Hare & Hound
23 Perris Valley	TT Scrambles
Barstow	Hare Scrambles
29 San Gabriel	Hare & Hound
30 Desert Phantoms	TT Scrambles
DECEMBER	
14 High Side	TT Scrambles
Side Hack Assn.	Hare Scrambles
21 Antelope Ramblers	Moto Cross
Coachella Valley	TT Scrambles
Prospectors	European Scr.
Bush Masters	European Scr.
28 Lite Weights	TT Scrambles
Scramblers	Hare Scrambles

Sidecar Racers

Anyone interested in racing sidecars at Indianapolis Raceway Park in 1969 please contact I.R.P. If enough people show early interest, an event will be planned. Also the size of the purse will be based on the number of entries; the larger the field, the bigger the purse. The displacement limit will be 1300cc, similar to British Short Circuit formula. Wood Hacks will be permitted as long as they are structurally sound and fitted with road tires, as well as unlimited design road racers.

The British and Europeans have long known that 3 wheel racing is one of the most enticing and exciting spectator draws in the racing world. 100 mile per hour 3 wheel tire smoking drifts will come to the Midwest in 1969, if racing enthusiast make their interest known this year. Lets close the gap on the Europeans. Write or call Don Dakin, c/o I.R.P. RR #18, Box 116, Indianapolis, Indiana, (317) 241-4090

Moto-X Champ to teach here

Jeff Smith, twice 500cc World Moto-Cross Champion and his trusty BSA will be touring the United States in the coming weeks to teach the art of moto-cross racing to Americans.

The 1964 and '65 British world beater will give free lectures, show a film, "The Rough Riders", in which he stars and answer questions on moto-cross at five locations in California (see schedule below). He will also conduct free moto-cross schools at three places during his two-week western visit.

A motorcycle rider since the age of nine, Smith became a BSA factory rider in 1953 when he was nineteen, switching from trials to scrambling the following year. In 1955 he won the Moto-Cross Des Nations, and he genuinely believes moto-cross is the finest sport of all.

After the western school and lecture series, Smith goes to Washington D.C. where he will represent BSA in the trade show.

Smith's Western Schedule

Southern Calif.

LECTURE & FILM—no admission charge.
Jan. 22, 1969 8-10 p.m. at Elks Club, 1155 21st St., Santa Monica.
Jan. 24, 1969 9-10 p.m. Whaley Park, 5620 E. Atherton, Long Beach.
SCRAMBLES SCHOOL
Jan. 25, 1969 9 a.m.-5 p.m. at Huntington Beach Cycle Park, 7561 Talbert, Huntington Beach. School free, $1.50 park admission. Bring motorcycles.

Northern Calif.

LECTURE & FILM—no admission charge.
Jan. 28, 1969 8-10 p.m. at Ridge Runners M.C. clubhouse, Harvey West Park, Santa Cruz.
Jan. 29, 1968 8-10 p.m. at American Legion Hall, 651 E. Camino Real, Redwood City.
Jan. 30, 1969 8-10 p.m. at Richmond Ramblers Clubhouse, Pt. Richmond Scrambles Track.
SCRAMBLES SCHOOLS—no admission.
Feb. 1, 1969 9 a.m. to 5 p.m. at Deveaga Park, Santa Cruz.
Feb. 2, 1969 9 a.m.-5 p.m. at Richmond Ramblers Scrambles Track, Pt. Richmond.

CMC MOTORCYCLE
Grand Prix
NEW.
FEB. 23
3.5 mile course
gates open 7:30 a.m.
first race 9:00 a.m.
Full Protection
3 # Plates
CLASSES
0-125cc
126-250cc
251-500cc
Open
Carlsbad Raceway
7 miles east of San Diego Fwy on Palomar Airport Rd.
ENTRIES
Close Feb. 15th
Mail entry $5.00 — Post $25.00
CMC — PO Box 1334
Huntington Beach, Cal. 92647

BRUSH BARONS M.C. Present
AMA Sanctioned
MOTO-CROSS
Carlsbad Raceway JAN. 19th
Entry $5.00
Gates open 7:30 a.m.
Experts Only
Practice 8 a.m.
Experts Only
First Moto 9 a.m.
(Includes ambulance and riders Ins.)
Admission fee to all, except riders
Sep. Novice practice & Motos after Lunch
Carlsbad Raceway is 7 mi. east of coast highway (interstate 5) on Palomar Airport Rd. For more info. call (714) 745-1311 or (714) 746-5700.

DOUBLE EVENT
JAN. 19th CARLSBAD International Raceway
ROAD RACE
Prize Money & Trophies
with TT Sportsman Class
and
AMA Moto-Cross
Entry Fee
$5.00 Sportsman
$10.00 G.P.
ALL CLASSES
Camping night before OK (gates close 11 p.m.)
(see ad)

PROFESSIONAL
SPEEDWAY RACING RETURNS
1 Night ONLY
SATURDAY NIGHT
JAN. 25
6:00 p.m.
Featuring
U.S. Champion
Rick Woods
California Champion
Sonny Nutter
WHITEMAN STADIUM
12130 Pierce St., Pacoima
Take Terra Bella exit east off Golden State Freeway
FREE PARKING

Gates Open 4:30 p.m.
First race 6:00 p.m.
ALL SEATS
$2.00
Children under 12 FREE
See the top Americans — using European Speedway Style

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VOICES OF THE WEST

PISTON SPEED

I would appreciate it if you could shed some light on the subject of 'piston speed' for me.

What is the formula used to arrive at p.s. at any given road speed? Why is the figure of 2500 f.p.m. often used, and finally what would the p.s. of my 450 Honda (4 speed, stock gearing) be at 80 m.p.h?

Would it be too much to operate the engine at this speed for extended periods of time?

Thank you.

R. THEIS,
Glendale, Cal.

ED. NOTE: What you want is the number of feet travelled by the piston in a minute. So you take the stroke (7.8cm) and multiply it by two. That's one rev. Then divide that figure by 31, the number of centimeters in a foot. That gives you the number of feet travelled in one rev. Then multiply that by 7000, the approximate rpm of your Honda 450 at 80 mph. You'll get about 3500 feet per minute.

The 2500 feet per minute figure you mentioned is an out-of-date top-end limit for sustained running. You're O.K. Many modern engines can go safely past that limit, especially motorcycle engines. Racing engines hit 4000 feet per minute for short periods.

The early VW's got their long engine life from having a piston speed of about 1400 feet per minute.

PERFORMS FREE

I'd like to say thanks to Kenny Brown for putting on his stunt show free during half time at the TT scrambles Sunday the 15th at Perris.

He helped bring in the crowd and all gate receipts went to the Clyde Litch Benefit fund.

FLOYD LEWIS, Pres.,
Lightweights M.C.

SUPPORTS DAHMS

Regarding the letter "Contra Dahms" I wish that our own state had someone with a similar ability and understanding of motorcyclists and their relation to society and government.

After 35 years of riding I know that most of our difficulties stem from the vaguely felt envy of cyclists by others, for various reasons. This also explains the irrational vilification we get and the (often ingeniously) disguised harrassment.

Until the hearts of men improve we and other minorities may have to depend on the Bill of Rights whose object was-and is – liberty.

C.R. BROPHY
Clackamas, Ore.

GETS AWARD

Our sincere congratulations to Dan Martin on being nominated as Rider of the Year by the California Rainbows.

He well deserves it. Dan is a credit to the sport of motorcycling.

We are proud to have him work with us in our Motorcycle Safety Instruction Program.

HUNTINGTON BEACH CYCLE PARK

MASHING A RUMOR

I've heard recently that the present 100cc limit for trailbikes in the desert is going to be raised to include 125's.

I'm planning on retiring the bike I'm riding but I want to stick to trailbike class. Should I buy a 125 or is this strictly an unfounded rumor.

RON RAMSEY
Tujunga, Calif.

ED. NOTE: Although most limits change sometime, the 100cc limit looks from here like one of the least likely to do so. Stick to it if you plan to ride in the trailbike class.

PIG LATIN

I have never written to a newspaper in my life but I think it is time to do so. We sell several copies of your paper every week and have always enjoyed it and look forward to its arrival. I surely hope what appeared this week will never happen again, it was surely overlooked by your proof reader. Your paper is read in many homes by young and old alike and what appeared on page 41 and 47 Dec. 26 was uncalled for, even though it was a quote from a REAL PIG. Thanks again for a good paper until this time.

FLOYD PAYNE
Pres. East Side M/C Co.
Portland, Ore.

I was reading the article about the Hell's Angels and found some four letter words in this article that weren't at all necessary! I have been around motorcycles since 1950, and I haven't ever read such trash. Sure used to think a lot of your paper.

I have two teenage boys who ride and read this paper also. It sounds like to me your articles support the Hell's Angels. I sure hope you don't have to write this junk to support your paper. Other than this Dahms Interviews Barger, it's a good paper.

NORMAN JENSEN
Santa Ynez, Calif.

Dear Mr. Clayton:

I very strongly object to your using that 4-letter work on page 41 of your Cycle News, dated Dec. 26th.

I've met both you and your wife, and I think you're both good avid fine people, so I find it very hard to understand how the "Final Authority" of Cycle News would stoop to gutter language.

I'm just a single road rider. I read and enjoy your paper...usually. Let's try to keep it decent and clean. I hope your publications will not cater to "outlaw" mentalities in 1969.

Why didn't you just leave a blank there? We could have used our imagination.

With hopes for your moral rehabilitation in 1969 I remain,

JOHN HEDIN
Los Angeles

COMMENT: ...And thank you for letting us know your views. In offering the Barger quote verbatim we did not mean to imply that this is how people should talk, but neither should we hide the fact that some people do speak that way. If anyone was offended at Cycle News for printing it the way it is, we humbly beg their understanding and forgiveness.

I have been a subscriber to your paper for over two years. I enjoy it, and so does my wife and family. We participate in your contests and puzzles. I won one of your "Finish the funnies." In your last issue of the year, in the article Dahms Interviews Barger, the word F---- is used. A word you will find on restroom walls and cheap pocketbooks. I did not expect to seek in Cycle News.

Motorcycling is becoming more of a family sport, but Cycle News is not a family paper, at least not any more. Maybe you are leaning toward free speech, if so I wish to cancel my subscription to Cycle News. When I have to hide Cycle News to keep my boys from reading it I feel it has no place in my home.

EDDIE HARVEY
Downey, Calif.

COMMENT: Cycle News has always leaned toward freedom of speech, Eddie. If sometimes we lean too far, well, that happens in motorcycle riding too.

SOMEBODY NOTICED!

Cycle News is not afraid of controversy, as the Barger interview proves. I lived in Oakland 1955 to 1963. Ralph Barger in these years rode little in town and seldom left town by bike. He disliked cold and rain and was my idea of a classical fair weather rider.

I thought him a fine organizer and businessman, but as a motorcyclist... maybe. I disliked his version of fair play, three or more of his group beating up one and the strict conformity he requires to his rules.

A Hells Angel who is not a conformist is in trouble in Ralph's group. Cycle News is to be congratulated for covering all parts of the sport – good, bad and controversial.

W.E. van DRIELEN
Sparks, Nevada

UNFAIR TO RETARDED

Wes Cooley wrote, in his Oct. 31st column: "It (motorcycling) is no longer looked upon as a sport for the mentally retarded or the unclean, but as a wholesome exercise that lets one get out in the fresh air to combine his physical skills with that of the machine."

I consider such writing in bad taste, to say the least. Even my mentally retarded students would not be so cruel as to make such a remark as that.

Mentally retarded students with IQ's of from 50 to 75 are considered by the state educable, and on a "normal curve" fall just below the "slow learner."

Mr. Cooley's reference to the retarded shows his ignorance of this subject, but that is understandable. His failure to differentiate between being low on intelligence and having a poor, negative, or sarcastic or smart alec attitude is not. Rotten attitudes on the part of bike riders still can be seen, as they can be on the part of car drivers. Intelligence simply does not imply breeding or manners.

As motorcyclists we need the understanding or at least the cooperation of others, and they seldom come in separate packages. But we've got to do our part, and then some. Cooley's Column shows a lot of intelligent thought, at times, I hope I have made my point without offending him.

ERNIE KRUMM
Kerman, Calif.

CHECKPOINT TOPLESS

We, the members of the Four Aces Motorcycle Club, Inc., feel that everyone should be let in on the event which the Four Aces will be presenting on January 26.

When you look back at the Four Aces Moose Run of 1968 with its 593 entries, you will have to agree that this must be a record entry for a non-championship hare scrambles. All who finished received finishing pins, plus we had a wild time at the trophy presentation with piles of beer, food, and trophies.

All this will be repeated again this year with one addition – topless at the checkpoints.

FOUR ACES M.C. Inc.

THE NEW IMAGE

By Chuck Clayton

Speedier Delivery of Cycle News

Did you notice that you got this issue of Cycle News a couple of days earlier? That's right, we are now printing and mailing your newspaper two days sooner, so that every reader can have the latest issue before the weekend.

Ascot Benefit

If you drive along the Los Angeles Harbor or San Diego Freeways, where they cross, and you look real carefully, you can see Ascot Park. You can also cause an accident, because the place isn't easy to find. Unless you know exactly what streets to take, you could circle it for days and never get there.

New Years Day I had the rare experience of helping create a race at Ascot. Now, as everyone who knows knows, Ascot is the ultimate western showcase of motorcycle racing. It is the Astrodome, the Palace, the Fillmore and Carnegie Hall all rolled into one.

Ascot's owners started to erect a sign, so the four or five million people who drive past it every day on the freeways would know that a dirt track was there. The sign posts were put up, but that's as far as they went. "It's a good thing I didn't spend the money for that sign," reckons one of the owners, "because so few people came to the races this year, I couldn't have paid for it."

I will let that statement suffice to explain most of the reasons for the diminishing crowds at Ascot races.

Most people think that J.C. Agajanian owns Ascot, but he does not. The track is owned by two partners, Schooler and Zuckerman, who lease the premises from yet another man who actually owns the real estate. Agajanian merely has the exclusive motorcycle promotion rights for the track.

Aggie Volunteers

When Aggie heard that the friends of Clyde Litch were looking for a track to hold a benefit for the injured racer (see story this issue), he said: "Why don't you use Ascot? It's all right with me."

The track owners, since it was a benefit, agreed to forego their usual 15% rent as long as we paid for the track preparation. The concessions and parking would remain theirs.

I was interested, not only because it was a chance to do Some Good, but also because of the chance to play with the Ascot stage. Now that it's over, I'm glad to say that Clyde will have considerably less money worries when he comes home from the hospital. And I've gotten over any urge I may have ever had to be a race promoter.

The problem, you see, was publicity. That was my job. How, in three weeks time, with zero budget, do you entice, attract, lure or otherwise move people, who maybe never even heard of Ascot or know what it means, to come pay $2.50, plus parking, and see the show?

That's when it struck me that there are maybe 12 million Americans within easy driving distance of Ascot who don't know what is there. And they don't know that they don't know. They know more about the moon than they know about Ascot Park. At least they know it's there.

Well, we publicized the race all we could. (Aggie's staff helped a lot) and 1234 people came, which is about as many as you ever see at a non-national (or non-international) race in California these days. Perhaps the next benefit should be an Ascot Benefit, to get that sign up before it's too late.

MEET JEFF SMITH

Two-Time World Moto-Cross Champion riding

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COME ONE COME ALL! FREE

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Southern California Schedule

WEDNESDAY, JANUARY 22, 1969 8 to 10 p.m.
General introduction to moto-cross. Lighthearted lecture and exciting film. Anecdotes, useful hints and tips and question & answer period by Jeff Smith.
LOCATION: Elks Club, 1155 21st Street, Santa Monica (corner Wilshire & 21st).
No charge.

FRIDAY, JANUARY 24, 1969 8 to 10 p.m.
General introduction to moto-cross. Lecture and film. (see Jan. 22)
LOCATION: Whaley Park, 5620 E. Atherton, Long Beach (near Bellflower Blvd. & Long Beach State College).
No charge.

SATURDAY, JANUARY 25, 1969 9 a.m. to 5 p.m.
Scrambles School.
Instructor: Jeff Smith.
Jeff Smith demonstrates and explains the preparation of man and machine for moto-cross, walking the course and how to deal with every type of hazard.
LOCATION: Huntington Beach Cycle Park, 7561 Talbert (corner Gothard) in Huntington Beach (DIRECTIONS: South on Beach Blvd to Talbert and turn right).
Bring your bikes. The school is free.
Admission to park: $1.50.

Northern California Schedule

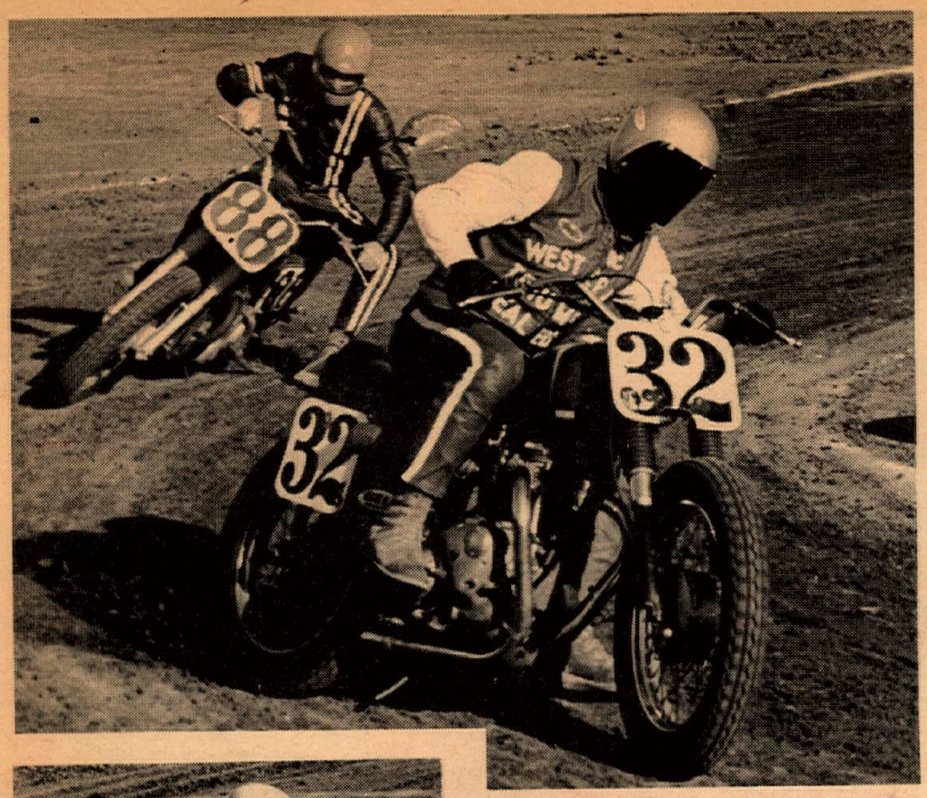
TUESDAY, JANUARY 28, 1969 8 to 10 p.m.
General introduction to Moto-cross. Lecture and film. (see Jan. 22).
LOCATION: Ridge Runners Clubhouse, Harvey West Park, Santa Cruz.
No charge.

WEDNESDAY, JANUARY 29, 1969 8 to 10 p.m.
General introduction to moto-cross. Lecture and film (see Jan. 22).
LOCATION: American Legion Hall, 651 El Camino Real, Redwood City.
No charge.

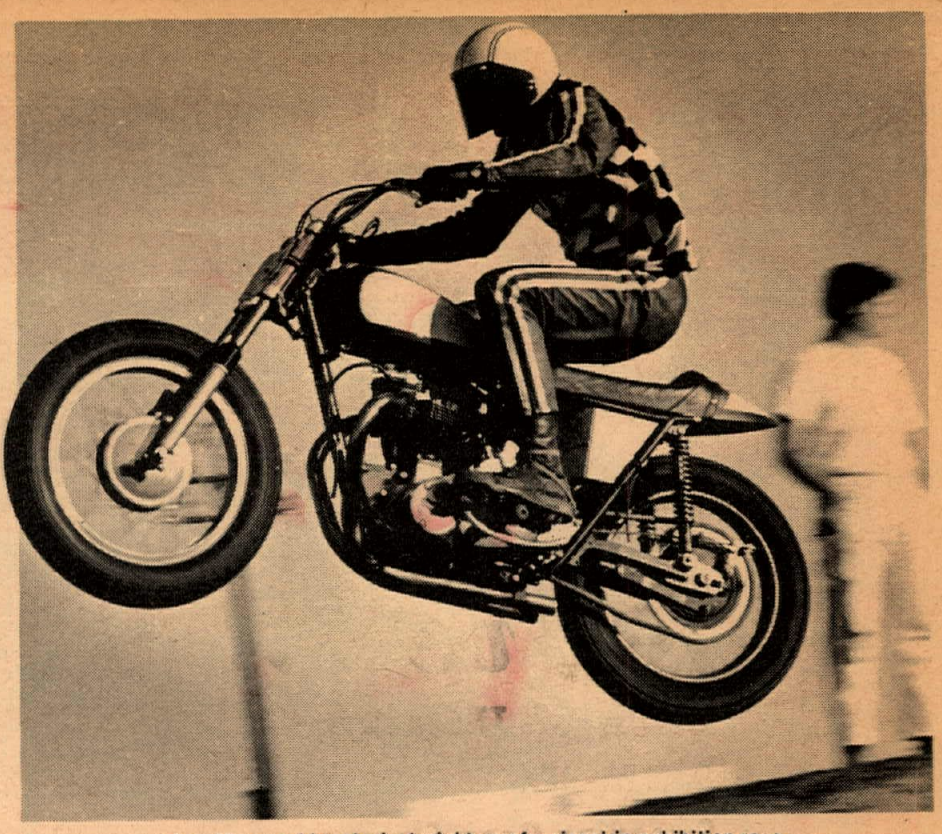
THURSDAY, JANUARY 30, 1969 8 to 10 p.m.
General introduction to moto-cross. Lecture and film (see Jan. 22).
LOCATION: Richmond Ramblers Clubhouse, Pt. Richmond Scrambles Track. No charge.

SATURDAY, FEBRUARY 1, 1969 9 a.m. to 5 p.m.
Scrambles School (see Jan. 25).
LOCATION: De Laveaga Park, Santa Cruz. No charge.

SUNDAY, FEBRUARY 2, 1969 9 a.m. to 5 p.m.
Scrambles school (see Jan. 25).
LOCATION: Richmond Ramblers Clubhouse, Pt. Richmond Scrambles Track. No charge.



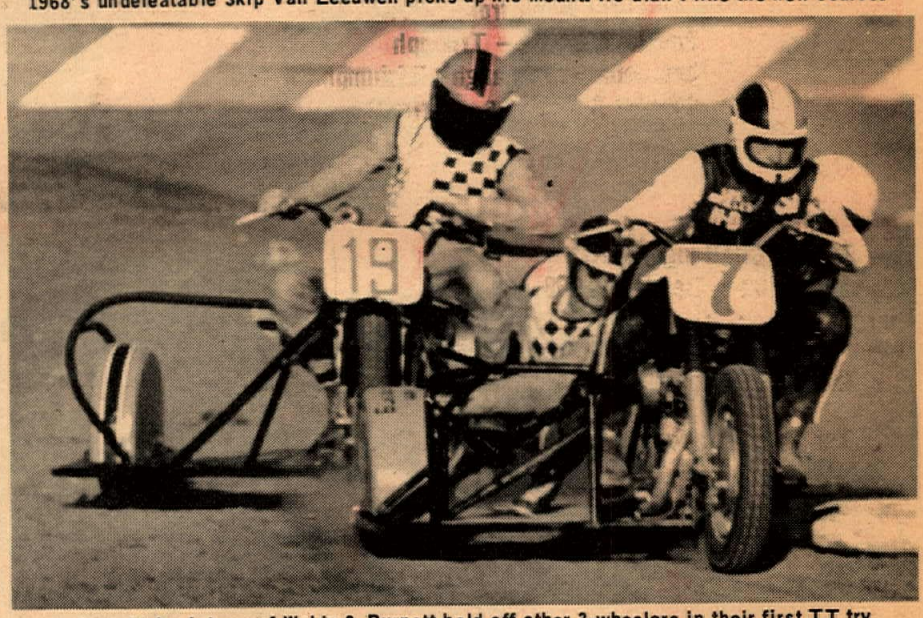
Above: Winner Coppage (32) and Jack Simmons were this close until the checkered flag. Left: Fred Edwards, a new novice, took second.



Dist. 37 scramblers looked mighty professional in exhibition race.

Below & right: Wheelie King Bob Grove rode ¼ mile on rear wheel, for valuable minibike prize contributed by Long Beach Honda.

1968's undefeatable Skip Van Leeuwen picks up his mount. He didn't like the new course.



Winning sidehack team of Waldo & Burnett held off other 3-wheelers in their first TT try.

Ascot Litch BenefiTT

by Maureen Lee Photos by Dennis Greene

GARDENA, Cal. Jan. 1, 1969 – Variety was the spice of Ascot's New Year Clyde Litch Benefit TT with one, two and three wheel races all going on the same track.

The day featured the new TT track; it brought mixed comment from riders. Most of them liked it; it certainly looks good from the stands spectatorwise, but there are a couple of turns that can get a rider into trouble. Coming off the line the circuit goes around into the original first turn, but instead of ducking into the series of turns around the lake goes straight along behind the pit concession stand. Then it sweeps left to bring riders behind the jump, around the lake onto the old section of the course, over the jump then straight down to a left hairpin at the furthest end of the track against the crash wall. You could call that turn THAT TURN; this was where most riders experienced difficulties by not gearing down enough going into it, and flooding out or failing to get enough power to pull them out clean.

The day's program started after the ducks scooted back into the water to avoid getting their heads wet from the sprinkler truck (obviously the other end doesn't matter), and 12-year-old Gary Wells from Las Vegas had given a wheelie exhibition on his minibike. Two Novice heats came next; the first was the most exciting. Fred Edwards (Yamaha), who carries high point Novice Keith Mashburn's last year's number, got into a good one with Bultaco-mounted Tod Sloan, followed by Willie Hockie (Ossa). After Sloan went into that left-hander and killed the engine, Edwards lost no time at all in putting plenty of space between the two of them, although Sloan was able to hold onto second.

The Amateurs had similar experiences on that turn. First heat R.W. Ring killed it there as did Don Dudek who was up with front runners; but Keith Mashburn in his first Amateur ride took over the lead on the turn and pulled away from them all. In the second Amateur heat it was Dave Aldana (BSA) who grabbed off the lead, and Jim Thomas who killed it.

Skip's Bad Day

The Experts faired better on that section; it was Dusty Coppage (Triumph) who set the fastest time for heats. During the running of the semis Skip Van Leeuwen came to grief. Skip signed up late, couldn't get a transfer out of his heat and on the left-hander from behind the concession stand got into a slide; then he slid and slid until a tire got in the way and down he went, out for the day. The race was blackflagged when Carl Patrick also went down on the same turn and was put in the ambulance.

Bob Grove Is Wheelie King!

The contest to determine the Wheelie King of Southern California was a novelty highlight. Bob Grove, an expert trials rider on a Bultaco Sherpa eliminated a dozen well-balanced competitors to win the title. His prize was donated by Long Beach Honda. It was a $150 King-O-Lawn minibike.

Trials and moto-cross star Jim Wilson walked his Greeves to second place, dropping the front wheel some 100 feet sooner than Grove, who went a full 1/4 mile down the straight and around the south turn.

Sidehacks & Scramblers

The sidehacks then took the spotlight, with a fast, exciting exhibition race dominated by the new team of Waldo-Burnett, riding a Harley rig out of L.A.H-D. It was their first TT, too!

Southern California's top ten sportsmen scramblers showed their skill next, by putting on a very professional-looking exhibition race.

The win and the Cycle News trophy went to Terry Dorsch, with Terry Moriarty second and Dave Aldana third. Their over all time was very close to that of the pros.

Jim Rice (BSA) was the only first-year Expert to make the main, finishing with a credible fifth over-all. Dusty Coppage grabbed the lead with Bob Bailey (Triumph) second and Gene Romero (Triumph) third. Dallas Baker and Eddie Wirth were two more riders who came to grief on that good-old hairpin lefter. Gene Romero and Jack Simmons (Norton) got into a real scrap for second place, passing back and forth until Butch Landguth arrived on the scene; then, on the yellow flag lap, both he and Simmons passed Romero.

The Amateur main got a little wild and wooly. David Aldana (BSA) led off, and didn't loose his lead. Keith Mashburn (Triumph) came up to make a challenge, only to miss the turn. Jim Thomas seriously challenged Don Castro but Castro held on to his eventual second over-all, even as later in the race Don Dudek worried away at his rear wheel. Best race was between Thomas and R.W. Ring. Thomas was determined not to be passed; he and Ring bumped, Thomas slid out

Novice winner Tod Sloan led from start to finish with Fred Edwards safely holding down second. Willie Hockie had third sewn up, then slid out, leaving a close go between Karl Kriest, Randy Smith and Neil Winston. Smith had to pull out all stops to get that spot.

Volunteers All

Had the race been a regular professional show instead of minimum-purse benefit, the promoters would have lost money. As it was, with officials, ushers, ticket sellers, announcer and publicists donating their time, and with the track rent contributed free, over $1700 was given to Clyde Litch. There were 1234 paid admissions.

Sunday TT's will continue until the warmer month, always running on the first Sunday of each month until switching to the Saturday night schedule.

(Results on page 16)

NOT JUST
Grand National Champion

We've Been Around

District 37 TT Championship

Dec. 15, 1968

Sweeping Open Classes

Open Expert Class
1st Terry Dorsch – Triumph
2nd Ben Fakkeldy – Triumph
3rd Gene Smith – Triumph

Open Amateur Class
1st Tom Simpson – Triumph
2nd Don Dudek – Triumph
3rd Tom LaFortune – Triumph
4th Mike Spitzer – Triumph

Open Novice Class
1st Terry Armstrong – Triumph
2nd Jack Boal – Triumph
3rd John Kavanaugh – Triumph
4th Art Amarillas – Triumph

STATE CHAMPIONSHIP HARE SCRAMBLES Dec. 15,1968

Desert Challengers MC
Snow Run – Dec. 22, 1968

1st Open Expert Al Baker – Triumph
2nd Open Expert Harold Mortansen – Triumph

1st Open Novice Duffy Hambelton – Triumph

1st Open Expert Al Baker – Triumph
2nd Open Expert Mike Burk – Triumph
1st Open Amateur Kurt Raudman – Triumph
1st Open Novice Dick Starrworth – Triumph

Riverside Inter. Raceway Dec. 15,1968

Open Prod. Class
1st Butch Landguth – Triumph Trident 750cc

Clyde Litch Benefit TT Ascot Open Jan.,1 1969

Expert Main
1st Dusty Coppage – Triumph
Plus 7 of first 10 places went to Triumph riders

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TRIUMPH

Rice Wraps Up Number One On Last Race

Loyal Penn who just could end up Lt. Wt. #1 in 1969.

Top notch 250cc Experts making it through turn one for the last race of the 1968 season at Perris Valley Recreation Center.

Story and Photos by Maureen Lee

PERRIS, Cal. Dec. 22 – A lot of the familiar faces weren't around for the last scrambles of the year whether home with the Hong Kong or wrapping presents; but quite a few made the scene.

The heavyweights were in full force, the fight for that number one spot being what it was in '68, a knock down drag out affair. Terry Dorsch, the only Checker who rides scrambles, was really in there pitching, riding both the 500 and Open classes in hopes of doing better in one than the other, thereby picking off a few more points. Jim Connolly (Greeves) went down hard and got clobbered by another rider who had no other place to go; the end result was four broken ribs and one arm. Ben Fakkeldy didn't ride because of bike troubles. John Rice won his race and ended up number one, with Dorsch second and Fakkeldy third.

Odds 'N' Ends

Debbie Seldon, the pretty little girl racer from Tacoma, Washington came down and demolished the Powder Puff class, then took a fourth in the 50cc Amateur-Expert class with the boys. She rode Fred Edwards' Yamaha from K and N in Riverside. The hacks appeared in two groups; the ones who came late were also allowed to ride. It was the team of Roesch-Kautzky (H-D) who brought home the bacon; we think it's the first time "Crash" has ever won at Perris and he deserved it...Jim McClurg (Maico) did 'em in again in the 500 Amateur class... it's going to be fun to watch what happens when he makes Expert this year. He's super-fast, but the 500 Experts have never been slow-pokes. He'll have his work cut out for him, but we'll still bet on Jim.

(Results on page 16)

SCRAMBLIN AROUND

By Maureen Lee

Well, for the first time in years we're behind with our "Christmas Wish" list due to the good ole Hong Kong so this year we'll make it "Wishes for 1969". Before we get into it, thank you's are in order to people who really missed us. There are times when every columnist feels unloved; to suddenly find one is missed makes a pleasant Christmas present.

Our Wishes

A wish first for Santa Claus that he has a happy 1969. Last year we asked that Chuck "Feets" Minert get a GP Victor, seeing as how he's one of the hottest riders around who still competes on a Beezer in moto cross and what the Victors people ride in Europe isn't what ends up here. Santa answered our wish (event a bit late) and there's a GP in the future for "Feets".

FOR EX-#4 MONTE DARLING...less rain in Washington State where he is now. We hear he's getting webbed feet!

FOR JIM CONNOLLY ... fast healing bones so he can get a good start on his campaign for that number one heavyweight plate.

FOR JOHN RICE...all the luck in the world on his onslaught into the world of moto cross.

FOR FRED EDWARDS...as fine an Ascot Novice year as Keith Mashburn had, Fred was issued Keith's 1968 number. It's neat that two riders with the same background end up with that much in common.

FOR LOYAL PENN...a splendiferous 1969. This young man will be on the list of the "big names" to come out of lightweight scrambles.

FOR THE 50cc CLASS...keep fighting and wishes that you have lots of interested parties to keep that class alive. In some International FIM class 50's have been dropped for 1969 because they just "haven't got it."

FOR SADDLEBACK PARK...clubs to use their new scrambles track. It's a good one and should be supported, so we don't need to hear continuous wailings of "Oh, I'm so tired of riding so-and-so tracks."

FOR THE POWDER PUFF CLASS...more and more gals to ride. The "Big names" may win and scare you off from even trying but the secret is that those in the back where the action is, often have more fun.

FOR VARIOUS UN-NAMED YOUNGSTERS...understanding dads who will put you on a bigger bike as you progress in talent, so you too will grow and won't ever arrive at the day when you'll be scared to throw your leg over anything bigger than a 100.

FOR HEAVYWEIGHT SCRAMBLERS... less "in fighting" on those single digit plates. The lightweights don't get into such situations and it should be beneath the dignity of the "big brothers" to do so. We were involved this year and didn't like it...this is a sporting event...are we too naive to believe it should and can be kept this way?

FOR THE SIDEHACK ASSOCIATION... everything you wish for yourselves in 1969. You have earned it and in 1968 proved that if any group wants something bad enough and is willing to work hard enough for it, it can be done, as you did with your pro class at Ascot. As for your sporting events, I'm going to break my word and tell the world again: "you guys have FUN!" (That's supposed to be super-secret).

FOR THE DIRT DIGGERS AND THE GRIPSTERS M.C.'s ... everything wonderful for being the clubs who throw the two classics we have left in these here parts. Corriganville and the new Elsinore G.P.'s.

FOR ALL OF US...groovy scrambles all year long where we can get in lots of riding, on well-maintained tracks, without some classes being shot down due to time limits of one kind or another. No clubs attempting to throw events without knowhow, or even worse, clubs giving up throwing scrambles because of the work involved. Happy 1969 and hope you'll be happy with your new earned number.

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(State Approved)

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____Visor, Universal: $1.95

____Competition Shield (Flat): $2.95

____Competition Shield (Bubble): $4.95

____AGGIE Helmet reflector decals. (State approved): 2 for $1.

____J.C. Agajanian Race Team Package: Six Indy decals, (2 Aggie Hats, Firestone, STP, Union 76 and ASC): $1.50

____Color, (8½X11) Autographed Indy Photo of Aggie and Indy Rookie-of-the-year, Billy Vukovich: $1.00

____AGGIE Helmet Bag: $4.95

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Rapp, Hannan,Runyard Are Moto-Cross Champs

Story by Bill Pettigrew

CARLSBAD, Cal. Dec. 15 – Mike Runyard (125cc), Vic Hannan (250cc), and Tom Rapp (500cc) are the new California Junior moto-cross champions. Mike Runyard, aboard a new Sachs 125, snatched top honors in his class on the moto-cross track next to the sea. Another Sachs enthusiast E. Crippa took second place.

Vic Hannan and Suzuki teamed up to grab first place in the 250cc Jr. class ahead of Yamaha ace rider R. Hall.

Tom Rapp (Mai) riding for Bob Maynard's Orange County Cycles had a convincing three-moto win. In the first two motos Rapp managed to outdistance his rivals by half a lap at the checkered flag.

Ray McCarty, now back to riding his Yamaha single, pulled off a smooth win in the 250cc Expert (or Sr.) class with C. Hollenbeck and his Bultaco PurSang right in there for a comfortable second. J. Bently (Hus) worked his way up to third.

Penton-mounted Gary Bailey found himself with another three moto win at the sea close moto-cross track and at the same time set second fastest time of the day aboard his 125cc charger. Olaf Persson of Sweden aboard a victory Metisse snatched first place in the 500cc Sr. with Gary Bailey (Gre) taking second, and brother Bob Bailey getting a good third on a Maico.

What has to be mentioned now is the fact that Tom Rapp and his new Maico mount managed to traverse the demanding Carlsbad course faster than all the Sr. riders. Yes, it was clocked.

(Results on page 16)

Photos by Lynn Wineland

G. Schweers (54), brother D. Schweers (6), and W. Clarke (10) lead a field of 250cc Jr. riders through a short esses after start of second moto.

Rickman Metisse pilot Per Olof Persson (Sweden) snatched top brass in the 500cc Sr. class from superman Gary Bailey (79) in what turned out to be one of the best battles of the day. Bailey and Persson diced back and forth throughout the three moto program with the real excitement coming in the third and final moto. Bailey was down in the pits when the third leg was getting off the line and managed to speed his way through the pack and finish second in that moto.

Bultaco mounted C. Hollenbeck (177) and Larry Demas (Greeves) are about to be passed by the flying 'spider-man' Gary Bailey in the combined 250cc and 500cc Sr. race.

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Métisse
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CALIFORNIA STATE MOTO-CROSS CHAMPIONSHIP
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PER-OLOF PERSSON!!
RICKMAN METISSE
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Leach Wins in Salem's Icy Mud

By Marie Layton

SALEM, Ore., Dec. 15 – All forty riders who signed in for the Shamrock 2 Wheelers Mud Scrambles found more than just mud. An unusual amount of rain for the season had made the course more like a river. Moto crosses were held in all classes except for the 305 which had an A and B main programmed.

Six bikes entered the open moto cross, but by the time they ran the third heat, only two managed to stay in the race. Regardless of what he rides, Bob Leach seems to remain the champion of the Open class on this track, having been beaten only once this season. This day he was riding a CZ. Second place was taken by Bill Cook, also CZ-mounted.

In the 305 B Main twelve riders left the starting line but before the first lap was finished only five were left in the running. Jimmie Smith, Yamaha, held first place all the way with the throttle frozen half open because of the mud. Marvin Wourms rode to second place on a Maico.

The 305 A Main showed a little more promise with four bikes finishing, but even so, there was no place changing in the entire seven laps. Gary Olsen on a Yamaha came in first and Don Watilo on a new and bigger Bul took second place even with an eyeful of mud. Third place winner was a CZ rider, Tom Paschen, and fourth was Gary Kuene on a Yamaha.

In the 200 moto cross, Johnny Roner, Bultaco, edged out Dan Adams on a 125 Penton. The only rider giving them any trouble was Tom Gilkison on a Bul whose piston seized in the 2nd running of the course making it impossible for him to finish. Good news for the 125 bike owners – plans have been made for a 175 class at the next race which will be for anything over 100cc up to and including 175cc. The 200's will race in the 305cc class unless there are enough of them to make another separate class.

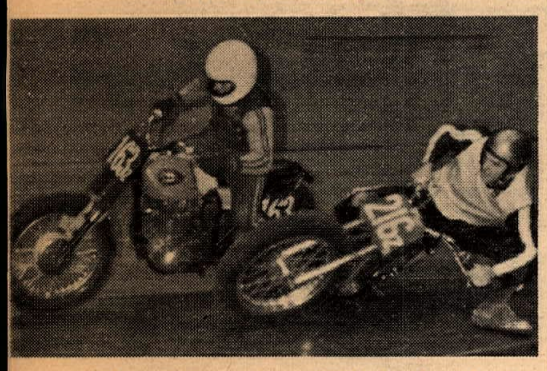
The 100 moto cross was won by Jim Herschbach on a Honda. Again, the riders held their places from the starting line. Perry Quiring finished in second place and Don Blatchford in third, both riding Hondas.

After having to pull fifteen cars out of the area with cats, the Shamrocks have the feeling that unless the rain lets up their next race will have to be held elsewhere. (Results on page 16)

Brelsford Tops at Moo Palace

Story and Photos by W.H. Spencer

SAN FRANCISCO, Cal., Dec. 27– Things ran smoothly as far as AMA officialdom was concerned at the Cow Palace tonight.

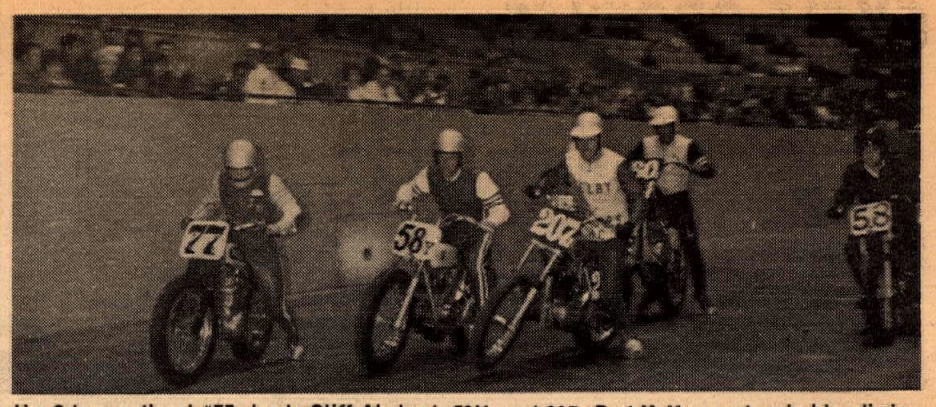


Greg Hodges tries a little too hard for the low side pass.

Only minor track unreadiness held up the show. Sixty-nine riders closed out the '68 season; a fair crowd of spectators watched the Barkhimer Associates production.

It is fun to watch the riders push their motors out to the start line, to watch their reactions as they are introduced. In the second elimination national #77, Jim Odom, walked out in the middle of his pack; as he was introduced you could feel with him the excitement building up, as it does in any race. Jim started on the outside, but pulled to the pole easily and had no trouble winning his elimination. He went downhill from there, placing second in his heat race, third in his semi and way back in the main. Jim will be making a switch in 1969.

The third elimination brought out the 1967-68 indoor champion, Mike Yarn.



Jim Odom, national #77, leads Cliff Aksland, 58Y, and 207, Bart McMurray, to win his elimination race. Jon Silva, 80Z, pulls a wheel up behind them.

His competition for this race was Mark Brelsford, 47y, voted best motorcycle rider of 1968 by the Motor Sport Press Association of San Francisco. Mark got a plaque from Secretary Floyd Busby of the MSPA.

Yarn took the lead with Brelsford close in tow; they both looked good, with Yarn winning the event.

Dave Hansen, 124z, won the fourth elimination after bobbling in one turn, but recovered fantastically to beat Ron Davies, 237z, to the finish line.

Nick Theroux won the fifth elimination over 151y, Rod Kreiss, in the time of 58:61 sec. This was the second fastest elimination race, and set Nick up for a pole position start in his heat. Next to him was Mike Yarn. As the flag went up Theroux got the jump into the first turn over Yarn; but Yarn was ever present, and kept on Theroux with wheels on the inside and outside. This brought down the house, and set a new lap record for the Cow Palace of 56:98 sec.

Mark Brelsford, in the previous heat, had also set a new record of 57:56 sec.

Theroux won his semi, but with a slightly slower time. Mike Yarn and Russ Powell, both Bultaco mounted, finished right behind; it was Yarn second in the main, and Powell third again.

Mark Brelsford led his semi from the jump, and made it a clean sweep by easily winning the 15 lap main event. This is a switch for Brelsford, as he hadn't made a main indoors event for quite a while. Perhaps the fact that his parents were in the audience changed his bad luck. At any rate it looks like a successful year ahead for the young San Bruno flash, and if Harley-Davidson would expand their younger look in advertising and public relations I think they'd get back a few nice guy points, needed now that the "inch for inch" rule is in.

(Results on page 16)

SACRAMENTO CYCLE-RAMA

By L. Lawton

RANCHO CORDOVA, Cal., Dec. 7 – The first Cycle-Rama was a complete success by its sponsors, the Knights of Columbus and Rotary Club of Rancho Cordova.

It was held in the Goethe Memorial Park on the banks of the banks of the American River where Sacramento County has set aside approximately 45 acres for the exclusive use of motorcyclists. The area consists of paved roads as well as some beautiful trails through oak trees, eucalyptus trees, and hills enough to tax the skills of anyone.

The idea of the Cycle-Rama was conceived by the Knights of Columbus in their search for a club project.

They worked with Stephen Rooney, Director of Work Experience for the Folsom-Cordova School District.

The program consisted of a safety check and sign-in, an obstacle course, a slow race, and a chance to ride a marked trials course through hills and sandy areas. Although the weather turned cold and foggy, approximately 300 people turned out to view the action and over 40 riders submitted their machines to a safety check. These safety checks were performed by the Knights and Rotary members who had been instructed by Chuck Miller, chief mechanic for Jerel Sport Cycles.

The Golden Banner Motorcycle Club of Sacramento arrived on their large street machines and pledged their support to help with the safety program in any manner they could. KCRA television carried a full minute-and-a-half of the program during prime time on their regular news cast.

The Knights of Columbus and the Rotary Club both expressed interest in conducting a similar program during the spring. Many of the members of the clubs came away from the Cycle-Rama with an entirely different outlook on motorcycles and the people who ride them.

Rooney was able to get the film from the television studio and will use it in presentations before civic and community groups to encourage them to participate in similar programs to spread the word of motorcycle safety throughout the entire area.

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CYCLE PROFILES

By Bill Duncan
Illustration by B.E.R.

Wes Cooley, president of the Motorcycling International Committee, United States, and the pharmaceutical entrepreneur who became a millionaire at 36, has set out to heal old wounds in United States motorcycling circles.

Cooley's goal: To bring the American Motorcycle Association into MICUS and into the Federation of International Motorcycling to promote sanctioned events under FIM rules in the United States with AMA support.

Thay may sound like a tall order in view of past experience, but not for Cooley. He is a cool man both on the track and at the negotiation table. It was his efforts that untangled the mess of previous FIM efforts in the United States and to form MICUS.

Wes Cooley

"I'll go anywhere, to any meeting that AMA calls to explain our viewpoint as to why AMA should join MICUS," he said. "What is dividing us now is actually details on scoring, equipment, riding gear – all minor things. I believe sincerely that we can overcome these differences. Today FIM rules and AMA rules aren't too far apart."

Cooley said enough American motorcyclists want to compete in international events to merit AMA's consideration of his offer to join MICUS. "I'm making the offer in good faith. We don't want to change or control AMA rules for the United States races, but we do want AMA to join FIM sanctioned events both here and in other countries," he said.

Professionalism

What he'd like to see is one united organization in the United States to promote international racing here.

So far, he said, he has found no one willing to discuss the proposition. "It is frequently said that my organization is hostile to AMA," he pointed out. "I want that corrected. We are not hostile. I say this for the FIM people in Europe as well as for myself."

The AMA, he said, has done much to promote professionalism in motorcycling in the United States. He believes it is a good organization with good people running it. But he also believes the United States has much to offer in international competition. "The United States has some of the best desert riders as anywhere in the world," he contended. "We've got a lot to learn on the speedway, but this can be overcome."

He would like to see motorcycling in the United States become as popular as it is in Europe. "We are not as professional as European riders, mainly because motorcycling in the United States is almost limited to a weekend sport," he added. "In Europe motorcycling is promoted by governments as a sport. But our equipment is comparable, as good as any they have in Europe."

Cooley owns eight cycles, both U.S. and foreign made machines. He had never even ridden a motor until 1948 when he bought a Harley-Davidson for street use. Although he admits to taking a few turns around an old, abandoned golf course off the street, he didn't become interested in racing until 1956 when a friend talked him into scoring a race at Willowsprings.

Since then it has been a continuous love affair. His interest led him to a ten-year crusade to bring international status to American motorcycling. He has another crusade, which he believes is just as important – to improve the image of cycling in America.

"We've got to police ourselves to live down the Hell's Angels image that the general public has of cycling," he stressed. "And, we are going to have trouble with the public as long as barefooted, helmetless young cyclists continue to pile up accident records. It is up to the cyclists to promote safety. We have a habit of getting on the soapbox everytime a law is proposed that might restrict our activities, instead of promoting good laws ourselves."

Cooley, who lives in Placentia, Calif., says he doesn't get any income from motorcycling. "It's my hobby. Some people like to golf on Sunday. I like to ride motors," he said.

Slick Hill and Swamp Unseat Pack, Mann takes Mud Caper

This is the close-up action on the hill shown below.

Story and Photos
by George Schaffer
(Results on page 16)

CHINA CAMP, Cal., Jan. 1 – The entry was 205 for the New Year's Day three-hour race. First overall was Dick Mann on a 360 Greeves; he completed 11 laps. Second overall was expert John Nelson on a 360 Husky, 10 laps. Third overall and first 250 expert was Dan Davies on a Kawasaki, nine laps.

The course is about five miles in length. Starting from the main checkpoint it runs through a swamp – with lots of water – up and over a ridge, then through another swamp. It continues up and down hills; just before the last checkpoint there is a hill that only a few riders are able to climb without having to push. It's even hard to push because it's so slick.

The racers had to plow through the swamp after the main check. When a rider left the first ditch it looked like he was trying to ride a cloud of steam through the rest of the bog. After the first few laps there were a lot of tired and muddy riders strewn along the course.

★ TECHNICALITEZE ★

Watch out before you speed money to alter your helmet, if you ride the streets in states with compulsory helmet laws. Many states use the "Z90" standards set by the Safety Helmet Council to determine legality. One of the stipulations of Z90 is that no external projections greater than 3/16" are allowed, except goggle clips.

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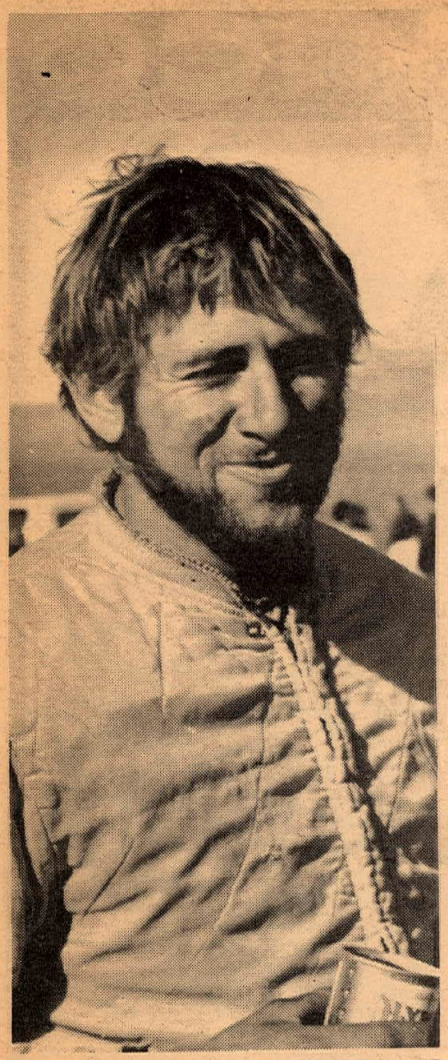
Roberts Sinks 'Em All Running Hot An



J.N. (wild-growth) Roberts complaining of slippery snow covered rocks after a 5 above zero 90 mile long jaunt that ended in victory for the Huksy 360 pilot.

Stories and Photos by Dick Wright

LUCERNE, Cal., Dec. 22 – It was the coldest weekend in the history of the valley; it snowed all day Friday, and none had melted by Sunday morning at 7:30, when the thermometer reading was 5 above zero.

A total entry of 246 riders lined up in eight inches of snow to go three thirty-mile loops, with all classes going the full length. As the snow covered everything including the lime on the trail, an attempt was made Saturday to mark the course with yellow ribbon.

At the drop of the banner, the big bikes left the safety of home and took off in open territory toward the smokebomb three miles out. Ossa-mounted Bill Friant, #24x, was first to the bomb, but was pointed in the wrong direction by an enthusiastic spectator, and gave up the chase after making a wide circle off course. The race was on after the confusion cleared at the smokebomb, and almost everyone found the course; Jim Wilson, the hot Greeves rider of Hopetown fame, came through the first check in the lead. The eventual winner, J.N. Roberts, #2 on a Husky, was running third.

Wilson dropped his chain after the first check; Roberts took over until he got lost in the snow. Jerry Perkins, #25 on a Triumph, led it into the pits.

Roberts, undaunted by a little snow, was able to find the course and regain the lead by moving up through the pack on the second loop. He held on to it this time, and came in for the win at the end of the third loop. Al Baker, #13, was second on a Triumph, and Steve Holladay was third, taking first 500 Amateur on his Husky.

Big bore riders found themselves in 8 inches of the white stuff in the starting area. Slippery...you bet.

George Zuber, #41x, was fifth overall and first 250 Expert on a Yamaha. The hot Bultaco rider, Larry Pfutzenreuter, #807, finished tenth and took first 250 Amateur. A very cold Duffy Hambleton, #379, finished thirteenth with first Open Novice honors on a Triumph.

Don Ross, Husky-mounted #199x, found a way through the snow and landed seventeenth spot to take first 250 Novice. Howard Wilson, #23x, was first open Amateur on a Triumph, and Jimmy Burns, #719, was first 500 Novice on a Maico.

Trail Bikes

The trail bikes headed out through the white stuff ten minutes after the big bikes, with Dean Goldsmith holding the lead to the smoke on his Harley-Davidson. He was followed closely by Terry Clark, #395, and Jeff Wright, #76, both Hodaka-mounted. These three riders ran into a variety of problems and finally turned over the lead at the first gas check to Wayne Ragland, #515, on a Hodaka tuned by Eric Jensen.

Ragland, however, got a flat tire, and the eventual winner, Bob McLaughlin #45, on a Sachs, moved into position and held it to the finish line. The second man in, also on a Sachs, was Hugh Gipe, #588. Third across the line was Frank Morgan on the Hodaka.

The first Amateur in was Jeffrey Heinieger, #66; first Novice was Mike Brown, #303 on a Sachs.

(Results on page 16)

Front Brake rule rankles Drag Racers

The Drag Race Scene

Story and Photos by Dan Zeman

On New Year's Day Joe Smith showed up at Irwindale with a new engine; it has a displacement of 102 cubic inches. As the old saying goes – "It Takes Inches" – and Joe was out to prove it.

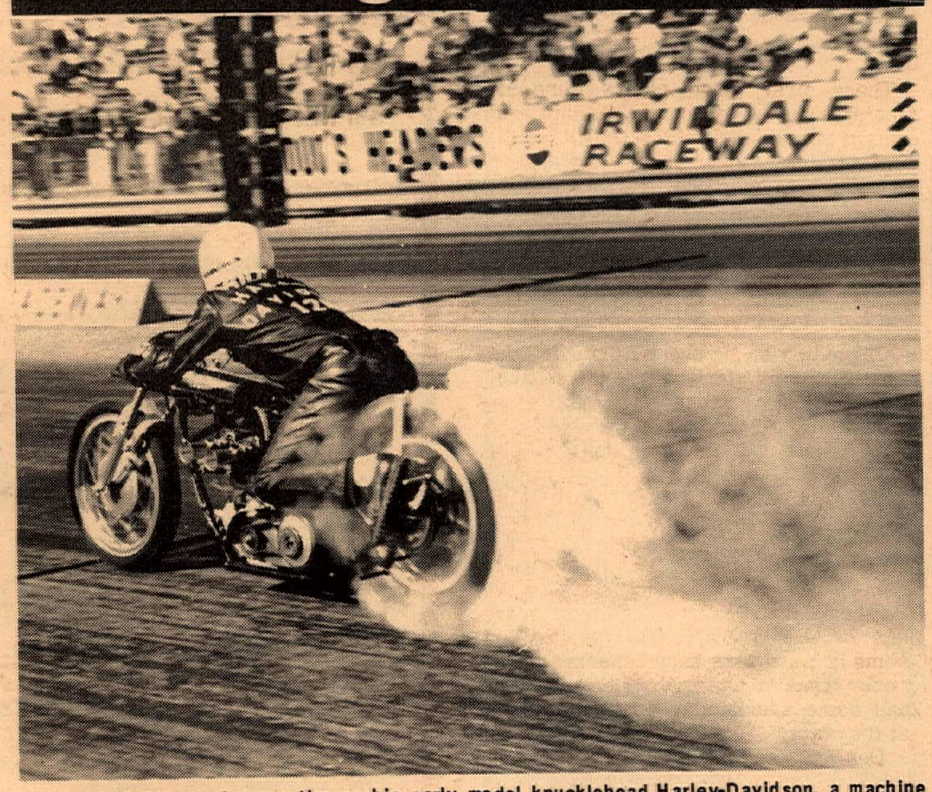
Bob Braverman and Bruce Miller were the only other bikes running for the top bike gold. Joe had the best elapsed time of the day, so he got to sit the first round out. Braverman defeated Miller, and in doing so, left himself prey for Smith. Round two came and Smith proved the old saying by turning a 9.95 E.T. and 153.84 mph. Bob took runner up with a 10.73 and 129.45 mph.

Sunday, Jan. 5th, Joe Smith returned again and took the gold with a 9.70 E.T. and 152.80 mph. Bob Braverman took runner up with 10.63 E.T. and 133.00 mph. Don Harris was also out Sunday with his twin engine Triumph. Harris had traction problems and turned 144 mph in the mid-twelves.

Harris has had quite a few problems with his machine, but has most of them worked out now. It's safe to say this bike will be running consistently in the nines or low tens in the near future.

I've had quite a few people voice their opinions on the new rules printed in the last issue of Cycle News. I don't dare print what a lot of people said.

The rule with the most criticism pertained to the front brake on machines that exceed 140 mph. About 50 percent were for the rule and 50 percent against it. One thing must be kept in mind on the rule, and that is the fact that this rule was set up with safety in mind. If this rule is not enforced and somebody gets hurt by running off the end of the strip, the first thing the strips would do would be to enforce the rule from then on. So in other words, why wait for somebody to get hurt before enforcing it. As for some of the other rules and regulations I will have to agree that there are quite a few loopholes. I'm sure these will be worked out soon.



Joe Smith lights up the rear tire on his early model knucklehead Harley-Davidson, a machine that runs consistently in the nines, sponsored by Laidlaw's Harley-Davidson.

The opening day for Lions is Jan. 12th. The new rules will not go into effect at Lions until the first Sunday in March. This will give everybody a chance to change over if they have to. For those of you who haven't seen the new rules, you may purchase a rule book at Lions. They are also listed in the last issue of Cycle News.

Larry Welch, who earned quite a reputation on the Southern California strips in the past few months had headed back home to Maryland. Larry had a hard time finding a job and was forced to leave.

Good Luck Larry, and we would all like to see you return some day.

New AHRA Class Breakdown

STOCK STREET DIVISION

CLASS	CUBIC CENTIMETER
AB	1111cc-OPEN
BB	780cc-1110
CB	551cc-779cc
DB	356cc-550cc
EB	310cc-355cc
FB	266cc-309cc
GB	210cc-265cc
HB	170cc-209cc
IB	130cc-169cc
JB	97cc-129cc
KB	0cc-96cc

MODIFIED BIKE DIVISION

CLASS	CUBIC CENTIMETER
AMB	1111cc-OPEN
BMB	780cc-1110cc
CMB	551cc-779cc
DMB	356cc-550cc
EMB	310cc-355cc
FMB	266cc-309cc
GMB	210cc-265cc
HMB	170cc-209cc
IMB	130cc-169cc
JMB	97cc-129cc
KMB	0cc-96cc

GAS OPEN BIKE DIVISION

CLASS	DISPLACEMENT
AGOB	1111cc-OPEN
BGOB	780cc-1110cc
CGOB	551cc-779cc
DGOB	259cc-550cc
EGOB	158cc-258cc
FGOB	0cc-157cc

FUEL BIKE DIVISION

There are six classes in this division identical to the Gas Open bike division, specified by (FOB).

Cold In Snow and Sand

A group of trailbikes coming down one of the many valleys in the super-neat Holliday area.

cky off camber hill was the undoing of many, even some

l. (Jim) Roberts and trusty Husky teamed for wins in 0 class.

HOLIDAY, Cal. Dec. 29 – This is one of the most popular areas in the desert for racing, as there are very few rocks and the sand is not powdery, as in the Lucerne Valley. For these reasons, and the fact that this was to be the last District 37 point run of the year, a large entry of 470 riders came out to enjoy the benefits left by the Saturday rain.

J.N. Roberts was the big star of the show, taking the 250 Amateur-Expert race in the morning and topping it off by winning the Open Class race in the afternoon, astride Tracy's-tuned Huskies in both events.

There were two courses; the Novice course was fast, with some great fire roads and fast, open boondock trails. The Expert course was to be a real test of the rider, with a fourth-gear fire road that wound up and down, followed by a steep, off-camber downhill that threw some of the top experts on their ears.

The Amateur-Expert trail bike event was the first race on the Expert course. It was a real crowd-pleaser, with the lead so closely contested that a blanket could have been thrown over the leaders throughout the race.

Jeff Wright, #76, on a Crowell-tuned Hodaka, grabbed the lead, followed by Jack Morgan, #1, on a Hodaka, and Wayne Ragland, #515, on an S.S. Hodaka. Wright held the lead for the first nine miles, when he was passed by Jack Morgan in the open boondocks coming into the pits. Morgan, however, dropped a chain going over the road crossing at speed, and Wright took over the lead again with Ragland in hot pursuit.

By this time, Dean Goldsmith, #39, on a very fast Harley Davidson, had moved up into third position; these three riders moved away from the rest of the pack to battle for the lead. Goldsmith was able to out-power Wright on the fire road and took command of the lead, but was not able to lose the two young Hodaka riders on the third lap. They were still bunched together on the fourth and final lap, with Goldsmith crossing the finish line with a ten-foot margin. Ragland and Wright finished wheel-to-wheel, with Ragland being awarded second and Wright taking third.

These first three riders were all Amateurs; they held a two-minute lead over the next man, Gary Griffin #112, taking First Expert on a Zundapp. He was followed by Terry Jetton, #3P, an Expert on a Sachs. What is this Harley-Davidson that Dean Goldsmith is riding, that it goes so fast?

Seventy-six 250cc Amateurs and Experts were sent off next, and J.N. Roberts took control of the lead, holding it all the way to the end and crossing the finish line with plenty of room to spare. Tom Muto, #71x, was second, both Husky-mounted. The broad-sliding Steve Scott #843x, was next on a Bultaco. First Amateur honors went to Mickey Freeny, #252x on a Greeves.

Rocks

The last race of the day on the Expert course was the combined Open and 500 Amateurs and Experts. From up on the hill two miles out it was obvious that some of the riders hadn't checked out the rocky area to the right of the course, and some spectacular endos were seen at the start.

Don Bohanna, #158, on a fast Rickman, had the lead on the main trail, but J.N. Roberts put on a burst of speed and took over, building it up by the time he got to the finish line to take the over-win. Bridesmaid George Walker, #225m, on a Husky, took a solid second for the umpteenth time, and Al Baker, #13, was third on a Triumph, taking First Open Expert. Jack Byers, #3 on a Rickman, was next.

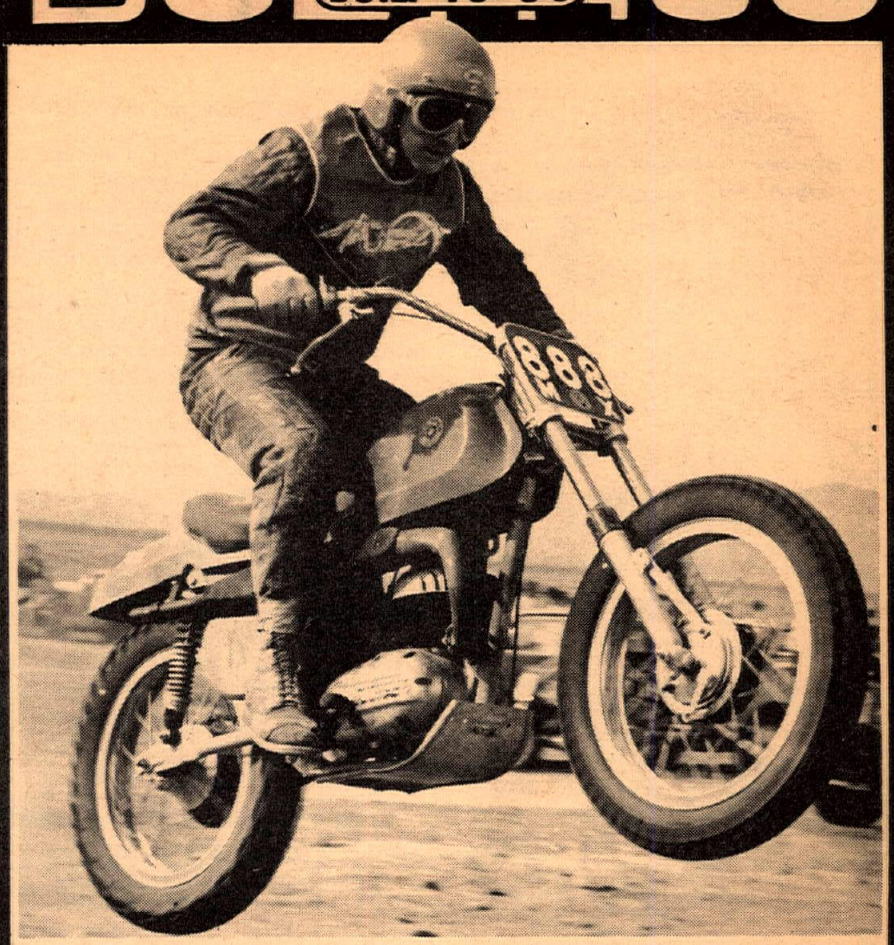
The first Amateur in was Steve Holladay, #714, on a Husky, followed closely by another Amateur, Chuck Raudman, #893, taking first Open Amateur on a Triumph.

The Trail Bike race was won by Tim Ryan, #272 on a Hodaka, followed by Mark Wilson, #422 on a V.T. Hodaka, and Jim Sparks, Penton-mounted #428m.

So that is the end of the 1968 desert racing season, and no doubt everybody will come out next year with even more enthusiasm to "sock it to 'em!". The three top riders in class were real winners this year: Mike Patrick, taking first spot in the Open Class on the Norton; Larry Bergquist in the 250 Class on a Bultaco, and Jack Morgan again taking the 100cc Class on his Hodaka.

(Results on page 16)

BULTACO BUILT·TO·GO



Larry Bergquist, riding a 1969 Bultaco PurSang Moto-X Scrambler, and competing against over 1000 riders took the AMA District 37 Lightweight Desert #1 plate for 1969. Larry, a 250 expert, ended the year 570 points in front of second place, with 19 first place wins. Quite a tribute to Larry, Fergus & Griffin M/C Service Center (who prepare Larry's machine) and Bultaco.

Litch Benefit TT – Ascot Park – 1/1/69
AMA Season Point Opener
250 Novice Main Event

1st TOD SLOAN ..... Bultaco PurSang
3rd RANDY SMITH ..... Bultaco PurSang
4th NEIL WINSTON ..... Bultaco PurSang

HAWAII INTERNATIONAL MOTO-X – 12/15/68

1st MARCEL WIERTZ ..... Bultaco PurSang
2nd Joel Robert ..... CZ
3rd Rodger DeCoster ..... CZ

Perris Nite TT – 68 Season High Point Champions
OVERALL LIGHTWEIGHT CHAMPIONS

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LOYAL PENN ..... Bultaco Sherpa S
250cc Novice Champion
BOB GREENSTREET ..... Bultaco PurSang
250cc Am/Ex Champion
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CAUTION
ADULTS AT PLAY

Hoy Takes First Asphalt TT

Story and Photos by Dennis Greene

CARLSBAD, Cal. Dec. 22 – What is an asphalt T.T.? It's a road race by another name.

Today at Carlsbad we had a T.T. run on a road course.

This idea of running the Scrambler riders in a new class is a good opportunity for the dirt riders. Road Racing for years has been a sport within itself. With the growing interest in Scrambling and the loss of some of the dirt tracks it is only natural the two would get together.

All that was required was a change of tires for the dirt riders.

All the classes were represented – G.P. and Production, as well as the new Sportsman Class for the dirt riders. This class was divided in two, 0-250 and 251 to Open. As this new class grows there will be more divisions by size.

Prize money was paid in some classes; as interest and entries grow so will the prize money.

T.T. first places went to Scrambles rider J. Hoy in the 250 to Open Class, to K. Stafford in 0 to 250.

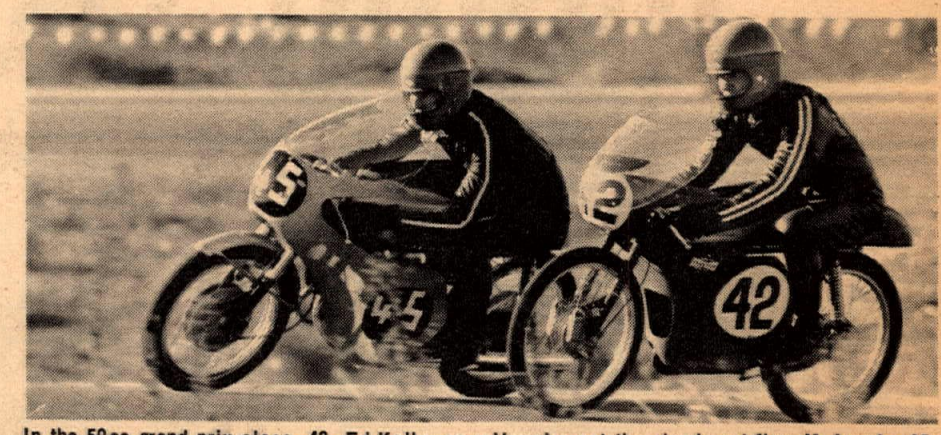
The veteran road racers couldn't keep up with Ascot star Reg Choseney, who has just started in road racing. At the start of his event Choseney had a breakdown in the electrical systems; he was forced to hold the parts together by hand to get juice to the plug. But even with this handicap he came in first, which gave everyone a jolt.

The next test of this racing merger will be on January 19th at Carlsbad.

(Results on page 16)

Open Grand Prix winner Reg Chosney, 92, slides his Triumph around a corner before breaking his electrical system, a piece of misfortune that didn't stop him.

D. Fravenberger, 83, on Suzuki, won the 100cc asphalt TT class. F. Buzzelli, 135, on Zundapp, was third.



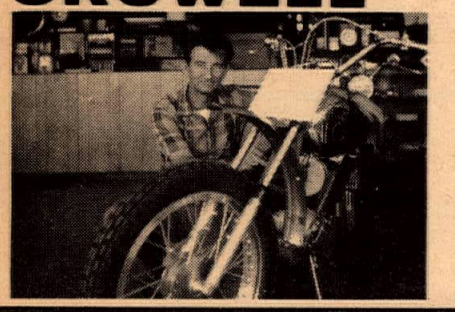
In the 50cc grand prix class, 42, Ed Kelly, on a Vampire got the checkered flag. M. Lunde, 45, on Honda, won the 175cc class.

K. Stafford won the 250cc class asphalt TT.

* * * * * * * * * * * * * * * * * * *

...Barry Briggs, the international speedway champion who thrilled fans at L.A.'s Whiteman Speedway last year, will return to the U.S. to compete in the AMA Indoor National Championship at the Houston Astrodome in February.

INTENSIFIED
HODAKAS
BY
CROWELL



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Whidby Island Scrambles
December 15, 1968
100cc Class
1st Chuck Branstetter – M/B XC100
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Nevada Run Leaves deVries Happy

by J.M. Colville

The 84 mile, six-lap course was laid out in anticipation of snow which normally deposits itself in the area this time of year. However, signals got crossed with the snow controller and the snow wasn't delivered in time for the race.

One hundred and fifteen riders lined up on the starting line of what was to be a fast and enjoyable course. The banner was dropped for the dead engine start and most of the competitors roared off across the boonies to pick up the first dirt road. First to arrive at the first check point was Red Cadwell on a BSA Victor. He was pursued by Bill Dawson on a 360 Montesa, Glen Clinton on a 360 Maico and 360 Husky mounted Martin De Vries.

About half a mile before the first check the course followed a road that paralleled a sand wash. The riders could see those ahead of them returning through this sand wash. The temptation to cut off almost a mile of the course proved too much for 14 riders who also simultaneously cut off their chances of taking home any of the brass. Some of the were so delighted by the gain they had made that they cut this check several more times. This proved a bit puzzling to some of the riders who went through the check as they passed the same shortcutters lap after lap.

By the second check Clinton had taken the lead, followed by Dawson, Carter Robins on a 650 Tri., 360 Husky pilot Gordon Septinelli, and De Vries. On the second lap it was Clinton, Septinelli and De Vries. Clinton dropped to third on the third lap vacating the lead to Septinelli who was then passed by De Vries. Clinton regained the lead on the fourth lap only to retire on the fifth. De Vries was now in front and held it to the finish. Robins came in second followed by Septinelli, Dawson and Cadwell.

Richard Madeira rode to a creditable sixth overall for first 250 Novice after a race – long dice with second 250 Novice Barry Torgerson who took seventh. Barclay Trehall, who was fifth overall on the second lap, dropped to 21st and then fought his way back to 8th for the 250 Amateur win. John Smith took 9th and the 250 Expert win.

The outstanding performers of the day were Carl Cranke and his 125cc Penton. Carl made the first check in 9th and then worked his way up to 5th overall by the 3rd lap. Then he ran into trouble and dropped to 35th place. With Expert caliber riding he set out after the leaders like a scalded cat. By the end of the fourth lap he was 23rd. He moved into 13th in the 5th lap and finished 11th overall and first in the 125/200 Expert class. This feat was even more remarkable considering the course which favored the big bikes due to the many full bore top gear dirt roads.

The remaining class winners were; 12th place Mike McGowan who won the combined 125/200 Novice class, 13th place 500/open Novice victor Jack Colville, and 26th place Loren Olson who beat all the 100cc Novices.

(Results on page 16)

The sidehacks try to set the bite around that log.

Santa Maria Mudder

by Tom Fujiyoshi Photos by M.Fujiyoshi

SANTA MARIA, Cal. Dec. 15 – The final scrambles event held by the Lompoc Slo-Pokes at the Santa Maria Speedway was a rough one. They had to hold it behind the main track because of mud. The course consisted of three hillclimbs, connected by five terrible turns, combining grass, clay, and sand. A special course was set up for the side-hack riders, the class being won handily by the team of Jim Moffitt and Keno Mesrcher #9, on their BSA-powered rig.

In the combined Rookie-Powder Puff class, the Bridgestone of Tim Crabb was able to hold off a strong threat from the girls to win first overall. Louise Stacy won the event over Leslie Garten. It was the first time in the series that Leslie has failed to win at this track.

The 125cc novice - amateur - expert class ran with the 90cc novice class, providing quite a thrill at the first jump where they went over about three bikes wide.

Not so crowded but still quite full were the 250cc novice-amateur-expert races, won overall by Dennis McCay (Kawasaki).

From on high come the 250 racers; the event was won by Dennis McCay on Kawasaki.

Charlie La Point gets airborne on his 360cc Maico.

The 200cc class, run concurrently, was taken by Rick Gillis (Bultaco) ninth overall.

The final events of the day, open big bore and 350cc went to Orvis Stacy on his Triumph over Dave Eichers (BSA). Charlie LaPoint was third on a Maico. John Oliver took 350cc honors on a Velocette.

High point trophies for this season went to Yamaha-mounted Kim DeLarge, bantamweight; and Rick Gillis, (Bultaco) lightweight. Dave Eichers (BSA) and Orvis Stacy (Triumph) tied for heavyweight honors. (Results on page 16)

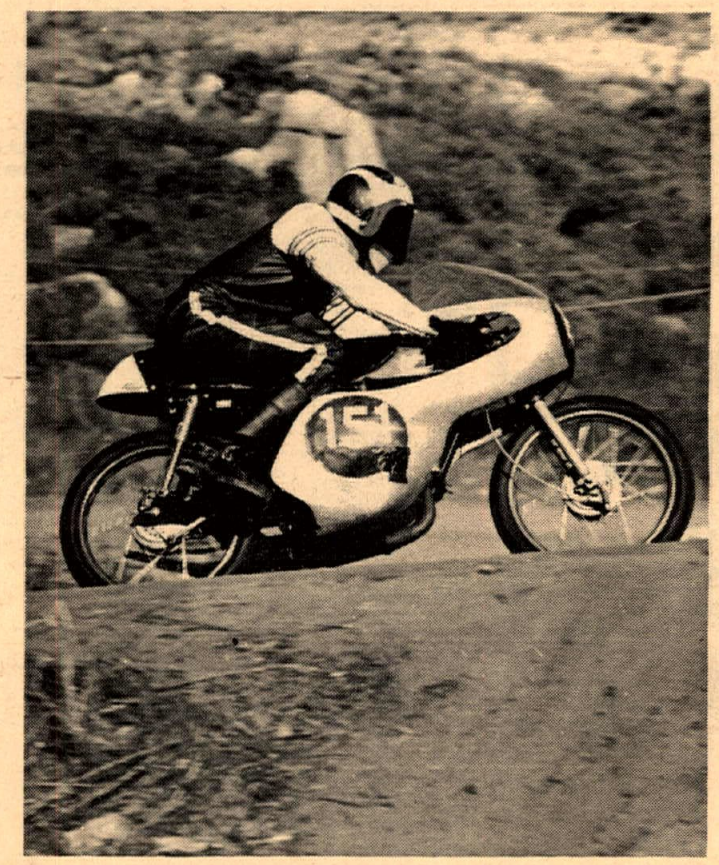
BRIDGESTONE WINS

100 Novice Class ★ 100 G.P. Class

Desert Challengers MC Snow Run
12/22/68

1st JIM CLANCY

Carlsbad Road Race
12/22/68



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HAWAII GRAND PRIX
Sun., Dec. 15, 1968

250cc

1. Wiertz	Bul
2. Robert	CZ
3. DeCoster	CZ
4. Bickers	CZ
5. Wade	Gre

500cc

1. Robert	CZ
2. DeCoster	CZ
3. Bickers	CZ
4. Wiertz	Bul
5. Wade	Gre

COW PALACE INDOOR
San Francisco, Cal.
Fri., Dec. 27, 1968

By W.H. Spencer

HEAT #1 Time 58:86

Chal De Cecco	Hon
Jim Odom	Tri
Terry Sage	Bul
Bill Lyons	H-D

HEAT #2 Time 57:56

Mark Brelsford	H-D
Ron Wisler	Duc
Jim Rice	BSA
Tom Phillips	Hon

HEAT #3 Time 56:98 (new lap record)

Nick Theroux	Hon
Mike Yarn	Bul

HEAT #4 Time 58:54

Milen Vickers	Kaw
Russ Powell	Bul

SEMI #1 Time 1:16.33

Nick Theroux	Hon
Mike Yarn	Bul
Russ Powell	Bul

SEMI #2 Time 1:13:05

Mark Brelsford	H-D
Chal De Cecco	Hon
Jim Odom	Tri

CONSOLATION Time 1:34:31

Harry Dring	BSA
Al Ludwigsen	—

MAIN Time 2:16:05

Mark Brelsford	H-D
Mike Yarn	Bul
Russ Powell	Bul
Terry Sage	Bul

CHINA CAMP HARE SCRAMBLES
San Rafael, Cal.
Wed., Jan. 1, 1969

By George Schaffer

650 NOVICE

Ron Dotson	Tri

500 NOVICE

Dennis Thompson	BSA
George Johnson	Hus
Mike Johnson	Mai
Brad Lackey	Mon

500 AMATEUR

Joe Edward	Hus
Bill Schneider	Hus
Steve Bayles	Gre

500 EXPERT

Dick Mann	Gre
John Nelson	Hus
W. Saltzman	Hus

350 NOVICE

John Redmond	Hon

250 EXPERT

Dan Davies	Kaw
Jack Lewis	Suz

250cc AMATEUR

Randy Lackey	Suz
John Fite	Yam

250cc NOVICE

Duane Dotson	Yam
George Schaffer	Yam
Tony Austin	Gre
Chuck Higgins	Bul
Les Dunning	Yam
Dick Harvey	Yam
Bob Johnson	Yam
Edward Gates	Hus

200 AM./EXPERT

Ray Bennett	Kaw
Dan Simons	Bul

200 NOVICE

Fred Turnes	Pen
Fenn Perview	Hon
Mike O'Brien	Hon

100 NOVICE

Bob Grossi	Hon
Alan Bygdnes	Zun

ANTELOPE RAMBLERS M.C. EUROPEAN SCRAMBLES
Holiday, Cal.
Sun., Dec. 29, 1968

By Dick Wright

TRAIL NOVICE

1. Tim Ryan	Hod
2. Mark Wilson	VT Hod
3. Jim Sparks	Pen
4. Robert Fortier	Hod
5. Don Woods	Yam

TRAIL AM./EXPERT

1. Dean Goldsmith	H-D Am
2. Wayne Ragland	Hod Am
3. Jeff Wright	Hod Am
4. Gary Griffin	Zun Ex
5. Terry Jefton	Sac Ex
6. Jim Sumners	Hod Ex

250 NOVICE

1. Jim Wilson	Gre
2. Dan Ortega	Hus
3. Pat Martin	Kaw
4. Joe Gaide	Kaw
5. Larry Bums	Hus

250 AM./EXPERT

1. J.N. Robert	H Ex
2. Tom Muto	H Ex
3. Steve Scott	B Ex
4. Mickey Freeny	Gre Am
5. Bill Harry	Bul Ex
6. Gary Griffin	Bul Ex
7. Bill Friant	Oss Ex
8. Walt Axthelm	Yam Ex
9. Pat McQuire	H Am

500 NOVICE

1. Tom Rapp	Mai 500
2. Randy Burak	Gre 500
3. Butch Broman	Hus 500
4. Jim Wilson	Gre 500
5. Dave Pleasant	Bul 500
6. Tom Brooks	Bul 350

OPEN NOVICE

1. Carl Spahr	Tri Op
2. Don Orr	Tri Op

OPEN-500 AM./EX.

1. J.N. Roberts	H 500
2. George Walker	H 500 E
3. Al Baker	T Op Ex
4. Jack Byers	Ric Op Ex
5. Steve Holladay	H 500 A
6. Chuck Raudman	Tri Op A
7. Bill Htton	H 500 E
8. Don Bohannan	Ric Op Ex

125cc

1. Al Ferdman	Pen Nov
2. Ken Greene	Pen Ex
3. Don Houser	Sac Ex

DESERT CHALLENGERS M.C. SNOW RUN
Holiday, Cal.
Sun., Dec. 22, 1968

By Dick Wright

1. J.N. Roberts	Hus	500 Ex
2. Al Baker	Tri	Op Ex
3. Steve Holladay	Hus	500 Am
4. Harold Mortensen	Tri	Op Ex
5. George Zuber	Yam	250 Ex
6. Bob Ewing	BSA	500 Ex
7. Chas. Hockey	Bul	250 Ex
8. Dick Corning	Hus	250 Ex
9. Dennis Tor	Hus	250 Ex
10. Larry Pfutzenreuter	Bul	250 A
11. Steve Kirk	Mon	500 Ex
12. Jack Byers	Ric	Op Ex
13. Duffy Hambleton	Tri	Op Nov
14. Mickey Freeny	Gre	250 Am
15. Dick Hillman	Tri	Op Ex
16. Lynn Fortner	Hus	500 Ex
17. Don Ross	Hus	250 Nov
18. Dub Smith	Sac	125 Ex
19. Howard Wilson	Tri	Op Ex
20. Bill Thorwaldson	Bul	250 Ex
21. Jim Burns	Mai	500 Nov

TRAIL BIKES

1. Bob MacLaughlin	Sac	100 Ex
2. Hugh Gipe	Sac	100 Ex
3. Frank Morgan	Hod	100 Ex
4. Jeff Heinger	Hod	100 Am
5. Jim Sumners	Hod	100 Ex
6. Jim Clancey	Bri	100 Nov
7. Jim Brown	Sac	100 Ex
8. Mike Brown	Sac	100 Nov
9. Bob Duncan	Pen	100 Am
10. Gary Griffin	Zun	100 Ex

SAT. NIGHT TT
Perris, Cal.
Sat., Dec. 14, 1968

By Kirk McDowell

55cc

Jay Lewis	Yam
Scott Hoffee	Suz
Gary Caldwell	Suz

100cc NOVICE

Mark Bailey	Hon
Bruce Alford	Suz
Bob Sanders	VT Yam

100cc AM./EXPERT

Gary Scott	VT Hod
Steve Nichols	Yam
Richard Sweaney	Kaw

250cc NOVICE

Terry Ayers	Hus
Dennis Creason	Bul
Terry McIntyre	Mon

350-OPEN AM.

Perry Armstrong	Tri
Paul Lass	Yam
Frank Castro	Mai

250cc-OPEN EX.

Vince Graves	Bul
Steve Nichols	Yam
Linus Beall	BS

Sat., Dec. 21, 1968

0-200cc

Steve Speed	Yam
Kirk McDowell	Bul
Phil McDonald	VT Yam
Richard Sanders	Bul
Jack Hollis	Hon

250cc-OPEN

Vince Graves	Bul
Ray Nichols	Mai
Bob Huntsman	Bul
Bob Rudd	Hon
Perry Armstrong	Tri

SEASON HIGH POINT RIDERS

OVERALL HVYWEIGHT
Mike Posey

55cc

Steve Nichols	Yam

100cc NOVICE

Bob Sanders	VT Yam

100cc AM./EXPERT

Richard Sweaney	Kaw

200cc

Loyal Penn	Bul

250cc NOVICE

Bob Greenstreet	Bul

250cc AM./EXPERT

Vince Graves	Bul

350cc

Ron Killingsworth	Bul

500cc NOVICE

R.E. Lynch	Mai

500cc AMATEUR

Ron Stinnett	BSA

500cc EXPERT

Tony Denius	H-D

OPEN NOVICE

Dave Brant	BSA

OPEN EXPERT

Mike Posey	BSA

SHAMROCK 2 WHEELERS MC CLUB MUD SCR.
Salem, Ore.
Sun., Dec. 15, 1968

By Marie Layton

OPEN MOTO CROSS

Bob Leach	CZ
Bill Cook	CZ
Marvin Wourms	Hus

305 A MAIN

Gary Olsen	Yam
Don Watilo	Bul
Tom Paschen	CZ
Gary Kuene	Yam

305 B MAIN

Jimmie Smith	Yam
Marvin Wourms	Mai

200 MOTO CROSS

Johnny Roner	Bul
Dan Adams	Pen

100 MOTO CROSS

Jim Herschbach	Hon
Perry Quiring	Hon
Dan Blatchford	Hon
Jerry Shipman	Yam

NEVADA TRAILBLAZERS HARE SCRAMBLES
Sunday, Dec. 8, 1968

Over. Po.	Class	Class Po.	Name
1.	Open Am	1	Martin De Vries
2.	Open Am	2	Carter Robins
3.	Open Ex	1	Gordon Septinelli
4.	Open Am	3	Bill Dawson
5.	Open Ex	2	Red Cadwell
6.	250 Nov.	1	Richard Madeira
7.	250 Nov.	2	Barry Torgerson
8.	250 Am	1	Barclay Trehall
9.	250 Ex	1	John Smith
10.	Open Am	4	Don Coleman
11.	125/200 Ex	1	Carl Cranke
12.	125/200 Nov	1	Mike McGowan
13.	Open Nov	1	Jack Colville
14.	Open Am	5	Jerry Hybarger
15.	250 Nov	3	Frank Showers
16.	250 Nov	4	Gary Laurie
17.	Open Nov	2	Harry Johnson
18.	Open Am	6	Rod Brasel
19.	250 Nov	5	Richard Phillips
20.	Open Nov	3	Ben Alley
21.	250 Nov	6	Ken Harper
22.	250 Nov	7	Chuck Shipman
23.	Open Nov	4	Gregg Baker
24.	Open Nov	5	Garry Hansen
25.	125/200 Nov	2	Garry Koepnic
26.	100 Nov	1	Loren Olson
27.	250 Nov	8	N.D. McNulty
28.	125/200 Nov	3	Darrel Sparks
29.	250 Nov	9	John Matthews
30.	250 Nov	10	Marty Jeffers
31.	Open Nov	6	Roger Selby
32.	125/200 Nov	4	Ron Harlow
33.	100 Nov	2	Joel Roitinger
34.	125/200 Nov	5	Jack Terrell
35.	250 Nov	11	Roger Oliver
36.	100 Nov	3	Ken Lighthouse
37.	125/200 Nov	6	Manly Moedel
38.	250 Nov	12	Ken Pulver
39.	250 Nov	13	Jim Byrd
40.	Open Nov	7	Ken Brown
41.	100 Nov	4	Harry Burris
42.	100 Nov	5	Don Falloon

ELSINORE RESULTS
Sat., Jan. 4, 1969

100 NOV. 1 MAIN

G. Wickam	Suz
R. Saindon	Hod
T. Lynch	Hod
R. MacEwen	Bul

100 NOV. 2 MAIN

G. Garrett	Hod
M. Carter	Yam
B. Hardin	Suz

200 NOVICE

D. Ney	Bul
J. Narby	Osa
G. Acker	Hon
H. Egge	Kaw

250 NOVICE

L. Hardison	Bul
L. Bachkay	Yam
B. Huntsman	Bul

350 NOVICE

L. Hardison	Bul
J. Booth	Bul
L. Bachkay	Hon

500 NOVICE

J. Stein	CZ
D. Luna	BSA
G. Nord	BSA

OPEN NOVICE

D. Luna	BSA
B. Smith	BSA

100 EXPERT

D. Hopkins	Suz
C. Yokum	Hod
D. Wickam	Suz

250 EXPERT

E. Olesen	Yam
T. Longwith	Osa
R. Rogers	Osa

ASCOT TT
CLYDE LITCH BENEFIT
Ascot Park, Wed., Jan. 1,

By Maureen Lee

NOVICE MAIN 8 laps

Tod Sloan	Bul
Fred Edwards	Yam
Randy Smith	Bul
Neil Winston	Bul
Karl Kriest	Suz
Guy Smith	Bri

Time: 6.30:00

AMATEUR MAIN 10 laps

David Aldana	BSA
Don Castro	Tri
Don Dudek	Tri
R.W. Ring	Tri
Frank Gillespie	Tri
Wayne Hosaka	Tri

Time: 7.44:80

EXPERT MAIN 15 laps

Dusty Coppage	Tri
Jack Simmons	Nor
Butch Landguth	Tri
Gene Romero	Tri
Jim Rice	BSA
Bill Manley	Tri
Ron Kruseman	Tri
Jim Berry	Tri
Bob Bailey	Tri

Time: 7.38:80

SCRAMBLES EXHIBITION 4 laps

Terry Dorsch	Tri

Time: 3.12:60

WHEELIE EXHIBITION

Bob Grove	Bul

RESULTS

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ASPHALT T.T.
Carlsbad, Cal.
Sun., Dec. 22, 1968

250cc-OPEN

J. Hoy	Tri
D. Danner	BSA
R. Vanderpool	Yam

250cc

K. Stafford	Yam
G. Roche	Bul

100cc

D. Fravenberger	Suz
P. Evans	Yam
F. Buzzelli	Zun
R. Hoover	Zun
P. Thompson	Gil
C. Oswald	Kaw
K. Evans	Bri

PRODUCTION RACES
100cc

T. Pat Evans	Yam
R. Hoover	Zun
K. Evans	Bri
C. Oswald	Kaw
P. Thompson	Gil
J. Manning	Yam
Luc VanDerVeen	Duc
J. Brister	Bri
B. Buzzelli	Zun
C. Whitcliff	Hod

175cc

Bob Nelson	Kaw

200cc

J. Weigel	Bul

350cc

J. Chen	Hon
R. Wittrod	Suz

500cc

D. Martin	Suz

GRAND PRIX RACES
50cc

Ed Kelly	Yam
J. Mathel	Cim

100cc

S. Smith	Bri
M. Velasco	B-B
C. Oswald	Kaw
M. Ansezm	Yam
B. Buzzelli	Zun
K. Evans	Bri
D. Lusardi	Suz

175cc

M. Lunde	Hon
Bob Nelson	Kaw
L. Williford	Duc
R. Phillips	Oss
D. Clifford	Bri
H. Wilvert	Hon

250cc

R. Pierce	Yam
R. Horner	Kaw
M. Goble	Yam
K. Evans	Yam
D. Emde	Suz
N. Blochinger	H-D
N. Hereth	Yam

350cc

J. Chen	Hon
B. Bender	AJS

500cc

D. Martin	Suz
A. Mark	Vel
G. Roche	Hon

OPEN GRAND PRIX

R. Chosney	Tri
J. McGillivray	Tri
B. Walls	H-D

ELSINORE RESULTS
Dec. 14, 1968

By Bob DeGasser

100 NOVICE MAIN

G. Wickam	Suz
C. Yokum	Hod
J. Freis	Bri
S. Savage	Bul

200 NOVICE MAIN

G. Acker	Hon
J. Lewis	Pen

250 NOVICE

L. Bochkay	Yam
S. Jones	BSA
S. Fuller	Bul
T. Abshier	

350 NOVICE

J. Boothe	Bul
B. Dalton	Hon

500 & OPEN NOVICE

D. Danner	BSA
D. Luna	BSA
R. Hall	Mat
S. Horn	BSA

100 EXPERT

G. Wickam	Suz
D. Hopkins	Suz

250 EXPERT

L. Bochkay	Yam
S. Jones	BSA
N. Wheeler	Yam
D. Satterfield	Yam

SWEEP

G. Wickam	Suz

CARLSBAD MOTO-CROSS
Sun., Dec. 15, 1968
(complete story will appear in next issue)

By Bill Pettigrew

125cc JUNIOR

1. M. Runyard	Sac
2. E. Crippa	Sac
3. D. Emler	M-B
4. J. Rubcic	Kaw
5. J. Cooke	Hod
6. B. Urban	Pen
7. M. Burton	Pen
8. C. Daly	Sac
9. D. Bassani	Hod
10. M. Tripes	Pen

250cc JUNIOR

1. V. Hannan	Suz
2. R. Hall	Yam
3. B. George	Hus
4. C. Iverson	Hus
5. W. Clarke	Kaw
6. J. Morris	Yam
7. G. Schweers	Bul
8. D. Schweers	Hus
9. J. Rutter	Gre
10. D. Ortega	Hus

500cc EXPERT

1. Per Olaf Persson	Met
2. G. Bailey	Gre
3. B. Bailey	Mai
4. M. Holliday	Mai

125cc EXPERT

1. G. Bailey	Pen
2. S. Whitten	Yam
3. B. Bailey	Sac
4. E. Roeseler	Sac
5. M. Holliday	Hod
6. D. Vesco	Sac

250cc EXPERT

1. R. McCarty	Yam
2. C. Hollenbeck	Bul
3. J. Bentley	Hus
4. D. Eckhardt	Yam
5. J. Mathel	Oss
6. K. Kato	Yam
7. L. Demas	Gre

500cc JUNIOR

1. T. Rapp	Mai
2. J. Kyne	Mai
3. B. Campbell	Hus
4. B. Pettigrew	Mai
5. M. Harrison	Duc
6. N. Gilleran	Hus
7. L. Collins	Che/Vic
8. M. Fox	Mai
9. C. Cumutt	Hus
10. D. Rowlan	Tri

COACHELLA VALLEY M/C TT SCRAMBLES
Perris, Calif.
Sun., Dec. 22, 1968

By Maureen Lee

50cc NOVICE-11 entries

Paul Lambert	Yam
John Colombero	Hon
Steve Herrera	Hon
Tom Farrell	Hon
Paul Taylor	Hon

50cc AM./EX.-7 entries

Steve Nichols	Yam
Kirk McDowell	Suz
Gary Caldwell	Hon
Debbie Seldon	—
Don Alfred	—

100cc NOVICE-33 entries

Dan White	Suz
Kirk Redding	Bri
Bruce Alford	Suz
Glen Barrett	Hod
George Luther	Yam

100cc AMATEUR-6 entries

Troy McKee	Hod
Andy Skeel	Hon
Dale Hopkins	Suz
Bob Saunders	Hod
Alum Summers	Hon

100cc EX.-15 entries

Wayne Hosaka	Hod
Steve Nichols	Yam
Danny Hockie	Hod
Kirk McDowell	Bul
Gary Scott	Hod

POWDER PUFF-7 entries

Debbie Selden	Yam
Glenda Holeman	Hod
Eulene Long	Hod
Diana Connolly	Hod
Kay Wright	Suz

175-200 AM./EX-13 entries

Loyal Penn	Bul
Andy Skeel	Hon
Bob Hardison	Bul
Charles Soderstrom	Bul
Mike Pendick	Bul

250 NOV.-29 entries

Larry Hardison	Bul
Tony Hochgesang	Bul
Neil Winston	Bul
#986x	—
R. Stewart Cox	Bul

LOMPOC SLO-POKES ROUGH SCRAMBLES
Santa Maria Speedway
Santa Maria, Calif.
Dec. 15, 1968

ROOKIE

Tim Crabb	Bri
Robin Berryhill	Yam

POWDER PUFF

Louis Stacy	Kaw
Leslie Garten	Hon
Carol Davis	Sac

90cc NOVICE

Barney McCay	Hod
Mark Askew	Hod
Ron Hansen	Hod

125cc NOV/AM/EX.

Dennis McCay	A	Kaw
Albert Stacy	N	Sac
Kim DeLarge	N	—

200cc NOVICE

Rick Gillis	Bul
Dave Barcelona	Hon
Gary Walker	Bul

250cc NOV/AM/EX.

Dennis McCay	A	Kaw
Orvis Stacy	E	Kaw
Billy Ledford	N	Kaw

OPEN

Orvis Stacy	E	Tri
Dave Eichers	N	BSA
Charles LaPoint	N	Mai

SIDE-HACK

Jim Moffitt/Keno Mesecher	BSA
Gene Pettis/Don Kidd	H-D
Ed Morris/Whitey Houk	Tri

NEXT WEEK: The District 37 Desert Trail Bike earned '69 numbers and the District 37 Desert Lightweight Point Standings.

250 AM.-8 entries

Loyal Penn	Yam
Sandy Armstrong	Yam
Gary Griffing	Yam
Karl Wilson	Bul

250 EX.-15 entries

Fred Edwards	Yam
Dan Carlton	Oss
Jim Connolly	Oss
Larry Taylor	Bul

SIDEHACKS-6 entries

Crash Roesch/Mike Kautzky	H-D
Don E. Kidd/Cleve Pettus	H-D
Ed Morris/Keno Mesecher	H-D
Mike Burns/?	Bul
Jim LeBlanc/Bob Vaca	Bul

350 NOV-11 entries

Bob E. Rudd	Hon
Bill Bartels	H-D
Lance Bailey	Hon
Mike Walls	Bul

500 NOV-13 entries

C. Glen Brunson	Bul
Chuck Wheat	Mai
Roy Griffing	Bul
Stephen Long	Mon

500 AM.-12 entries

Jim McClurg	Mai
Dave Bastian	Met
Jay Wahl	Bul
Ron Stinnett	BSA

500 EX.-10 entries

John Rice	Hon
Tony Denius	H-D
Swede Savage	BSA
Del A. Shurley	BSA

OPEN NOV. -10 entries

Jack Boal	Tri
Perry Armstrong	Tri
John D. Kavanaugh	Tri
Ed Escher	Tri

OPEN AM.-10 entries

Tom La Fortune	Tri
Tom Simpson	Tri
Bob Ward	Tri
Don Dudek	Tri

OPEN EX.-8 entries

Mike Posey	BSA
Terry Dorsch	Tri
Butch Rotz	Tri
Norm Robinson	Tri
Terry Morairty	Tri

1968 DISTRICT 37 DESERT LTWEIGHT CLUB STANDINGS

1. Buzzards	8615
2. Victors	7793
3. Checkers	6069
4. San Gabriel Valley	5787
5. So. Cal.	4969
6. Prospectors	4504
7. Desert	4129
8. Rams	4010
9. Shamrocks	2553
10. Spokebenders	1719
11. Four Aces	1563
12. Red Dots	1206
13. Lost Coyotes	1095
14. Scramblers	1062
15. Barbarians	1042
16. Barstow	1025
17. Antelope Ramblers	1007
18. View-Finders	946
19. Foothill Hawks	855
20. Invaders	710
21. Crestline	601
22. Jackrabbits	554
23. San Bernardino Valley	356
24. Sandblasters	193
25. Stump Jumpers	164
26. Dirt Diggers	135
27. Hilltoppers	83
28. San Pedro	79
29. Pasadena	70
30. Simi Valley	55
31. Coachella Valley	45
32. Lightweights	36
33. Sidewinders	35
34. Orange County	30
35. Thirteen Rebels	25
36. Desert Phantoms	4

1968 TOTAL DESERT TRAIL BIKES, DIST. 37 – CLUB POINT STANDINGS

1. Buzzards	6907
2. San Gabriel	6114
3. Rams	4586
4. Invaders	3788
5. Shamrocks	3569
6. 100's	3487
7. Prospectors	3152
8. Sandblasters	2673
9. Antelope Ramblers	2029
10. Barstow	2005
11. Stumpjumpers	1623
12. Checkers	1601
13. Victors	1585
14. Desert Daiseys	1418
15. Spokebenders	1355
16. Pomona Valley	1307
17. Four Aces	1191
18. Foothill Hawks	1190
19. Red Dots	1024
20. Los Coyotes	550
21. Desert Foxes	442
22. San Bernardino	389
23. Orange County	371
24. Jackrabbits	367
25. Bushmasters	328
26. Viewfinders	289
27. Lightweights	243
28. Desert	136
29. Hilltoppers	127
30. Fantasy R.T.	69
31. So. Cal.	43
32. Desert Challengers	40
33. Barbarians	35
34. Coachella Valley	30
35. Simi Valley	11

Points to riders with no clubs—53,492

RESULTS

All results unofficial unless otherwise noted.

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Graves And Nichols Nab Perris Thirty-Lappers

by Kirk McDowell

Photos by Manuel Burton

PERRIS, Cal., Dec. 14 and 21 – After completing their successful Saturday night point events, the Perris Valley M.C. hosted two extra non-point events before closing down Saturday night racing for the year.

High-point lightweight rider, Vince Graves left little doubt of his superiority in winning the 250cc to Open class in both the non-point events. Riding his 250cc Bultaco, Graves made a clean sweep at the December 14th event. Steve Nichols took his first 250cc ride on Fred Edward's Yamaha, and finished second to Graves. Linus Beall rode his little Bridgestone in for third.

Open Novice went to Triumph-mounted Perry Armstrong. Paul Lass switched to Yamaha, and outlasted Maico rider Frank Castro for second.

Trophy winners gather; age is no barrier, some of the smallest champs have the biggest hunks of hardware.

250cc Novice contenders Terry Ayers (Hus), Dennis Creason (Bul), and Terry McIntyre (Mon) decided to finish in the order listed, and did so in each of their three races. 100cc Novice racing found Mark Bailey bouncing his Honda in for another win over Suzuki mounted Bruce Alford and high-point 100 Novice Bob Sanders (VT Yam).

100cc Amateur-Expert competition was especially keen; Van Tech-Hodaka rider Gary Scott made a clean sweep win. Yamaha flash Steve Nichols and Kawasaki ace Richard Sweaney were close behind for the 2-3 finish.

Jay Lewis brought his potent Yamaha 55 out to take the class win over Suzukis ridden by Scott Hoffee and Gary Caldwell.

December 21st was the night of the season trophy awards, and a rather unusual race program. It was a crisp, cool night; there was actually snow along the edge of the track. Many of the less hardy racers stayed home; but they missed the season's best track surface, the longest night race this side of the Ascot TT National, and a very competitive powder puffer from Washington.

Due to the limited number of entries, there were only two races run. Thirty laps each for the 0-200cc and the 250cc-Open entrants.

In the lightweight race Steve Speed (alias Steve Nichols) was quick to take the lead from fellow K&N Yamaha rider Phil McDonald. Steve was never challenged and lapped all but second-place finisher Klyde McGofast (Bultaco). McDonald was first Novice finisher, followed by another Bultaco with Richard Sanders up, and Honda-mounted Jack Hollis.

Here's Debbi Selden peeking out of her helmet. Debbi came from Tacoma, Washington to capture the powder puff on Fred Edward's Yamaha.

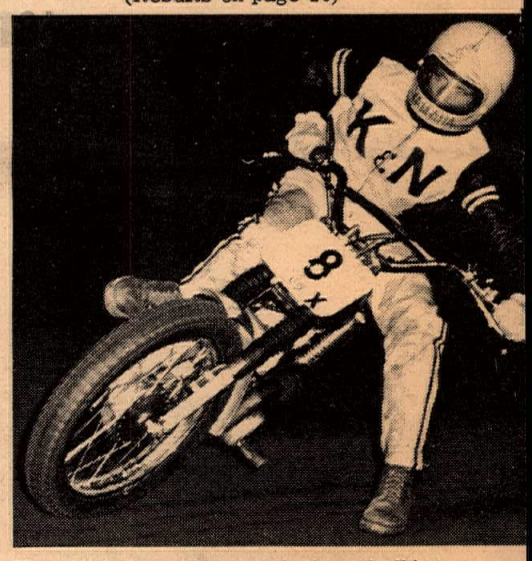
Debbi

Seventeen-year-old speedster Debbi Selden came all the way from Tacoma, Washington for the week-end's events at Perris. She rode Fred Edward's 100cc Yamaha single all the way, to finish the 30-lapper and win the Powder Puff the following day. Debbi says she really likes the fast, smooth track at Perris. She hopes to return next season before trying her hand at Class C Novice racing in Washington.

The early leader in the 250-Open event was BSA rocket Dave Brant. Riding sans gloves Dave was forced to stop after only four laps suffering from near frostbite. Yamaha-mounted Loyal Penn took over the lead and held it for many laps. Meanwhile, Klyde McGofast was preparing to take his maiden voyage on a 40-incher. Now two laps off the pace Klyde mounted Brant's BSA and proceeded to work through the pack. As Klyde caught Vince Graves, Graves put on an extra effort. As a result Graves went on to overtake the leader Loyal Penn. Shortly thereafter, Penn retired with mechanical problems, and as previously mentioned Graves and Bultaco went on to win.

A smooth and consistent ride by Maico-mounted Ray Nichols gave him second place, and gave the Nichols family a very respectable record for the night. A 250 Bultaco also ran third with Bob Huntsman navigating. Fourth place finisher Bob Rudd hurried his Honda across the finish line to stay in the same lap as the leader.

(Results on page 16)



Steve Nichols and his Yamaha lapped all but one in the 30-lap race.

Clymer to Distribute Royal Enfield in West

Floyd Clymer has completed an amicable agreement with Cooper Motors, Inc. to take over the distribution of Royal Enfield motorcycles and parts west of the Mississippi, it was announced this week.

Enfield's three eastern distributors will continue in the same relationship as before. They are, Shillingford Motors in Philadelphia, Sam Avelino in Massachusetts and Shores Motors in Detroit.

Royal Enfield will also manufacture engines for Indian, the American brand which Clymer is currently reviving. The address of the new R.E. distributor is 222 N. Virgil Ave., Los Angeles 90004.

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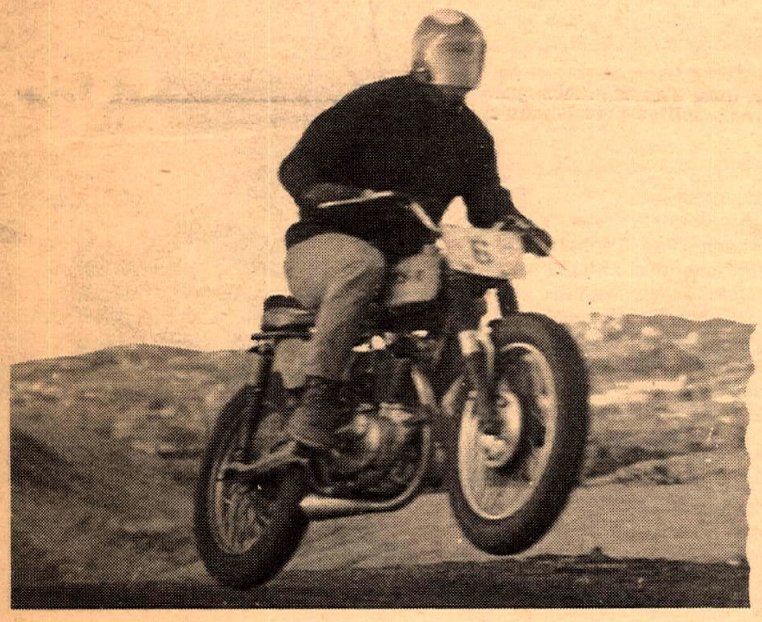

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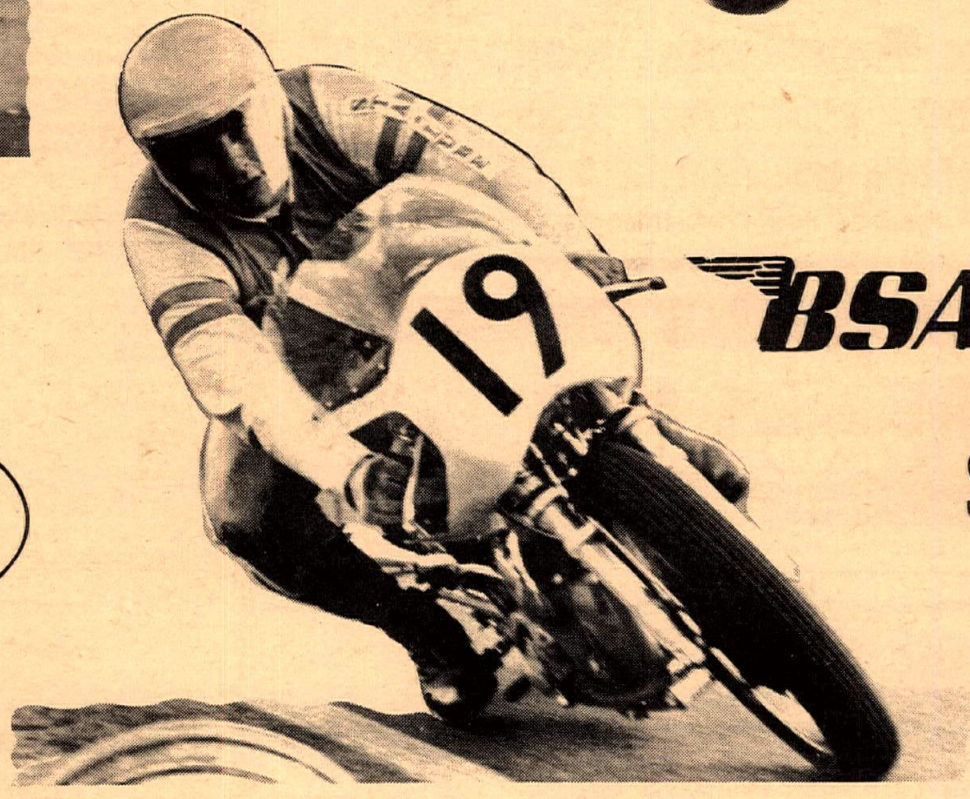

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Sisters On Scooters

By Alfred K. Allan

A short while ago patients and visitors at St. Elizabeth's Hospital in Granite City, Illinois looked out from their rooms in astonishment at a strange sight coming down one of the hospital's long hallways.

It was Sister Mary Thomas, her white nun's habit flapping in the breeze, astride a shiny yellow motor scooter. On that day the hospital had just started using this novel method of speeding its personnel on their daily rounds.

As Sister Thomas, the hospital's administrator, explains; "Nurses and doctors can do more work with the scooters than they could without them. Our halls are exceptionally long here and the travel time from one end to another is cut considerably when you don't have to walk."

The idea of employing scooters in this unusual way came from a meeting between Sister Thomas and Robert Edmonds, an Industrial Engineer at the local Granite City Steel Company and the chairman of the Hospital's Lay Advisory Board. They were discussing the agenda for the upcoming meeting of the Board and one of the topics scheduled for the meeting was "Ways to help alleviate the shortage of nurses."

It was then that Sister Thomas mentioned the hospital's long halls and the wearisome walking for nurses and other hospital personnel. Eliminating such burdens might well help attract more women to the nursing profession, Sister Thomas suggested.

Edmonds then mentioned that a short while before he had visited the Continental Can Company's plant in St. Louis, Missouri where supervisory personnel had just started using battery operated scooters to get around their large factory complex more quickly.

"It's a wild idea but why don't we try out scooters here?" Edmonds asked.

"It might work. Anyway it's worth a try," Sister Thomas replied.

The local John Connell Company gave the first motor scooter to the hospital for demonstration purposes. (They cost less than $150 each.) The idea caught on immediately with the hospital's personnel. All the nursing divisions asked if they could take turns with the scooter and the doctors also put in their bid for the vehicle.

The trial period was pronounced a complete success. The hospital's ladies auxillary and a group of doctors raised the money to buy nine of the scooters. Each nursing unit, except obstetrics which doesn't have a long hall to contend with, received scooters for their use.

In addition, three scooters were placed on the ground floor where patient traffic is at a minimum. The scooters are now in almost constant used.

NO PATIENTS

The hospital has placed the scooters under strict rules and regulations. Only authorized personnel can use them, no patients or volunteer workers. Everyone permitted to ride the scooters must first study the rules thoroughly and receive a demonstration on the proper use.

The scooters can reach a top speed of 14 mph but for complete safety in the hallways they are held to about 5 mph.

Mrs. Marietta Daniels, R.N., the Hospital's Nursing Service Director, says that since she started using the scooter she's "been able to enjoy my family more."

"Before, when I went home I was so beat from all the walking that all I could think of was just going to bed. Now I spend a good two hours each night just enjoying my family."

Sister Thomas adds; "The scooters give our nurses and other hospital employes more freedom of movement and they're safe.

"After all, they've all been blessed and each one carries a St. Christopher's medal."

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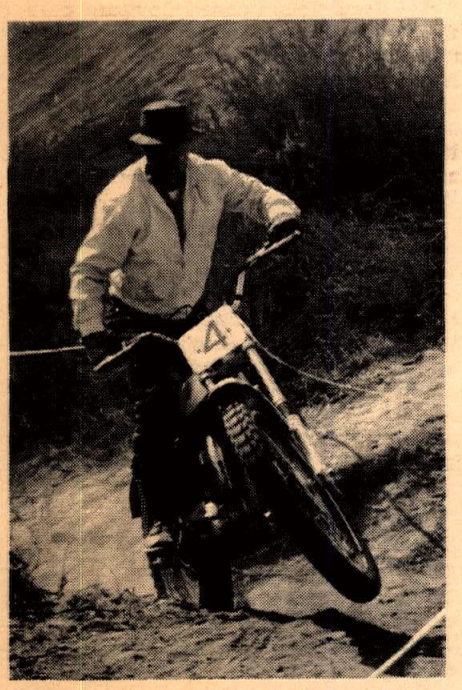
Wilson Keeps #1 English Trials Plate, Grove Is Year's Best

No room for choice here, the ribbons keep Tom Stowerson his Greeves right where they want him.

By Leonard Sipe
Photos by Gary Barton

SAN DIEGO, Cal., Dec. 15 – The newly-formed San Diego Trials Riders held their third English trials here. They are affiliated with the Los Angeles-based SCTA (Southern California Trials Association).

The trials site was located in an ideal camping and bike play area; many of the 100 participants and their families had camped there as early as Friday night.



Bob Nickelsen, with natty hat and clean white jacket, doesn't plan falling off his Bultaco.

After handing out trophies from the last event, John Walters, president of the new San Diego organization, briefed riders on the day's event. The amateurs (80 percent of the entries) were divided, as usual, according to engine displacement: Heavyweight (over 250cc), lightweight (250cc and under), and ultra-lightweight (up to and including 100cc).

Experts and Masters rode as one group. They were given their own sections, extremely demanding, making four loops around the five mile area also. Women, and children under twelve, had special sections.

Trials scoring is fairly simple. The rider making the fewest mistakes winds up with the least amount of points.

The Masters were the ones to watch. This was the last event of the year and final standings for next year's low number plates were at stake.

The first Masters' section was a run up the side of a rock and gravel-strewn hill. Halfway up was a lateral off-camber swing to the left, then back down through a maze of rocky clumps. First rider to "clean" it (lose no points) was Duane Stone. He took it at speed in second gear, somehow finding just the right amount of traction to maintain control.

The second section was a real bear. It began with an off-camber line up a hill, immediately turning at a tree. Then straight down with both brakes on hard into a small arroyo with a log at the bottom, up and then down a four-foot embankment, turn, twist, over another log, turn again and exit between two trees. No one was able to make a clean attempt the first time.

They next went after an uphill section, steep, with grass-hidden rocks and crevices. That alone was bad enough. But the contestants had to enter at a right-hand 90 degree angle at the base of the hill, turn, and then churn for the top, with another right turn before finishing.

The rest of the sections were laid out in similar fashion, each with its own special demands. The riders would come upon a section, dismount, look things over and walk around, discussing the particular techniques necessary to conquer the trap. The more experienced riders took their time studying each area. They always let the more eager ones go first.

At the end of the day, as it began getting dusty, results were turned in and unofficial standings discussed. It was a certainty that Bob Grove, SCTA president, would receive the association's perpetual trophy for the best total performance of the year. This is the third year in a row he's won it, and if he can do it again next year, it's his to keep for good.

However, he will still bear #2 Master plate. Coveted #1 is still retained by young Jim Wilson, who turned in the best score of the day. He lost only three points in 32 different trials attempts. (Jim is also an excellent moto cross rider for Greeves.)

(Results on page 16)

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'67 CR 250cc $750.00 – '67 CRS 250cc $700.00 – 61 KR Roadracer, lowboy type frame, complete setup to race Daytona $1,400.00 – '68 KR, flattracker $1,400.00 only 5-1/2 miles. (415) 591-8979 (Art).

HUSQVARNA PENTON DEALER
For the So. Bay area is Scuderia, 1634 Pier Ave., Redondo Beach, Calif. (213) 376-5095.

MICKEY MOUSE wears a Wes Cooley watch.

RICKMAN-METISSE HANDLEBARS
Street, racing, scrambles, sole U.S. Importer's Dist. House of Suzuki-Triumph, 16112 Harbor Blvd., Fountain Valley, Calif. 92708.

1968-1/2 360 MAICO Moto-Cross. Has wide gear ratio, 21" front end, ridden only 6 hrs. A steal at $695.00. (805) 762-7311 ext. 2441 or (805) 758-2790.

INTENSIFY YOUR HODAKA
1969 Ace 100cc engines, with 5 speed wide ration gears, available for Xmas delivery, place your order now with your nearest So. Calif. Hodaka Dealer.

TROPHIES that were not picked up from Rams trophy presentation, are at Roehr Bros., 317 No. Victory Blvd., Burbank.

BULTACO–MAICO–PENTON
Orange County Cycle, 205 N. Harbor Blvd., Santa Ana. (714) 531-9984.

LIVE IN BEAUTIFUL NORTHWEST
and make good money also. Motorcycle business, distributorship plus retail outlet. $25,000. Write 631 West 42nd St., San Bernardino for more info.

'67 DUCATI Scrambler – street or dirt, new 4:00 tires plus many other extras, excellent $475. (213) 635-0086.

YAMAHA DT-1 Enduro, excellent condition, warranty, low miles $645. or offer. (714) 982-4709.

GARAGE SALE – Sundays – Motorcycle parts & acces. New & used tires, wheels, 2 sidecars, etc. Phone: (805) 498-6393 after 7:30 p.m. or: Lennart 473-1101 from 8-6 p.m. 667 Malat Dr. Newbury Pk. Cal. 91320. (4 mls. past Thousand Oaks, Wendy Dr. turnoff.)

LEADING CYCLE DEALER NEEDS HELP!
Immediate opening with leading m/c dealer for parts man, mechanics, salesmen, etc. Excellent pay & co. benefits. Diversified Co. – you learn three business in one job. Clean, smog free area. Thrifty Lad Honda, 2411 Lincoln, Santa Monica, Cal. 90405.

HUSQVARNA PENTON Specialist. Mail order parts, Swedish moto-cross gloves $7.95. Malcolm Smith, 1989 La Cadena, Riverside, Cal. (714) 684-1866.

EL CAMINO'S, Trucks, and cars. Call Jim Woolwine, (213) 352-3241 or (213) 353-3226. Chev. Dlr., 20 yrs. Dist. 37.

COME IN OR CALL ME
about new Rancheros, trucks, new Fords, and used cars. District 37 rider for 10 years. Save $$$$$, ask for Tom Mc Cartney. Phone (213) 591-3311. Mel Burns Ford, 2000 Long Beach Blvd., Long Beach, Calif.

LEATHER jacket, Langlitz size 38. Nearly new with fur collar, belt and heavy lining. Cost $80., $47.50 Sam Thompson 6809 Iris Circle, Hollywood, Calif. (213) 465-0014.

FREE CATALOG – Motorcycle Parts & Accessories, Books, Clothes, etc: California Cycle Supply, P.O. Box 192, Fairbury, Ill. 61739. Phone: (815) 692-3769.

WANTED MOTORCYCLE TRAILER
Will trade M/C parts, accessories, hand tools or tool box. (213) 446-8938.

25% SAVINGS ON INSURANCE
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: 836-5211.

68 GREEVES Challenger, 5 months old, springer Barnett, ski plate, & more. $765.00. (213) 831-6648.

BULTACO REPAIR & HOP UP MANUAL
Covers all models, including 360cc, discuss porting port alignment, 5 porting 7 porting, reed plates, cutting pistions, timing by light, general tune up, shifting problems and remedy, Clutch heat treating, glass peening, etc. Send $3.00 to: Morgan Engineering P.O. Box 2774 Fullerton, Ca. 92633

FOR A FREE SAMPLE COPY OF State Cycle News (the Eastern States Cycle News) send 15¢ in coin or stamps to State Cycle News, Amherst, Ohio 44001.

UNITED MOTORCYCLE ENTHUSIASTS
Speaks for YOU. Wherever your rights are involved. All it takes is $5.00 to JOIN U.M.E. Box 1154, Reseda, Calif. 91335.

1968 SUZUKI A-100 engine. Moto-cross kit, low pipe, Van Tech mounts, 6 ported, with 175 lb. rider, 6th at Athena National $360.00 invested–Make offer. (509) 586-3453 Washington.

1968 BULTACO 100cc race ready, fast and many extras $375.00. (213) 862-1482.

63 H-D FLH only 11,000 mi. $995. (714) 599-1732.

TRADE: 63 Chevy-imp-spt-cpe and basket case Goldstar 500 for good dirt bike. Prefer 360 & up – Greeves, Montesa, Tri, C-Z or ? Ph: (213) 644-2468 or (213) 328-7435.

1967 YAMAHA 100 single, TT or desert $325.00. (213) 424-6672.

LEAVING COUNTRY
1967 Yamaha 250 Big Bear including rack/new helmet plus other extras. Very clean, fast touring bike $450 peace (213) 243-5134.

Husqvarna Team Motorcycles For Sale

Fifteen 360cc's & 250cc's used in the Inter-Am Series. All in good condition and rebuilt. From $850 up, depending on condition and use. Contact

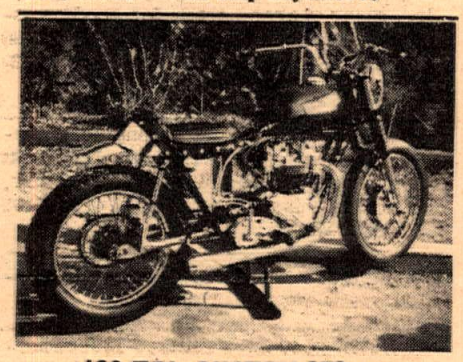
MED-INTERNATIONAL
4790 Palm Ave., La Mesa, California
(714) 460-8751

$950.00
Real clean 1964 Harley-Davidson FLH–14,000 actual miles, radio, cargo carrier, lots of chrome and extras, mint cond. Contact at 14808 Novak, Hacienda Heights. (213) 968-1183.

1968 H-D Sprint flattracker, special frame that really works on the indoor tracks. All kinds of spare parts such as pistons, ring, bearings, valves, collars & keeps, cams, coils, lower end, carb, complete set of counter shaft sprockets & 10 rear sprockets. Must see to appreciate. Len Earl, 1035 W. McFadden, Santa Ana. Phone: (714) 543-5279.

FOR SALE: 200cc Bultaco Sherpa, great shape $425.00. See to appreciate. (213) 835-3911.

ENGINE FOR SALE
Bultaco Sherpa S 125cc just rebuilt and ready to race, only $125.00. Contact Martin Benavides, 1405 Anaqua, Victoria Tex. 77901 – Will ship anywhere.



'62 TRI. CUSTOM 650cc
Total wgt. 300 lb. Eng. '66 – 58 H.P. at 7500 RPM, head ported, polished – big valves, SW racing spring. Cil. bore 2" 8.95 Robbins pistons 12.1, Harmon & Collins racing cams, magnun 9#, custom frame, oil & fuel tank $895.00. (213) 222-3403.

SELL-TRADE: Van Tech frame, new $50.00. Honda S90 forks and wheel $50. 100cc Exp. cham. $15.00. V.W. Eng., Transaxle, front end, VW Judson super charger, make offer. (213) 286-3684.

KAWASAKI 100cc roadracer. Very fast & reliable, tube frame, Akronts, Dunlop racing tires. Needs only fairing to win. $400.00 or trade for trail bike. (408) 736-5778.

1966 YAMAHA 250cc Big Bear five speed excellent transportation. New pistons, rings, chain $250. (213) 379-7931.

"68" YAMAHA DT-1 Enduro, like new, 2,300 miles, has all original equipment, plus expansion chamber $625.00. (213) 765-6895 evenings.

68 DT-1 YAMAHA 250, 1,200 miles, good cond., no dents, asking $675 or offer. Call between 8:00 a.m.-7:00 p.m. M-S, (213) 733-4914.

66 GREEVES Challenger, compression release, extra gears, filtron filter, rod brake, new clutch and chain, fresh engine, real clean $475. (714) 628-3183.

WANTED to buy – used bike trailer, "Cycle-Tow" type preferred, but will consider any kind or type. San Francisco area only. Call (415) 561-7847.

HUSKY GOODIES
Nylon cables, fast throttles; throttle cables neatly fit fast throttles. Special girlings, works type, very rare. Fork rods as used by Vic Eastwood. Quantities limited. Also stock Torsten Hallman leathers, gloves, springs, bars. Bill Thomas Motorcycles, Inc. 1440 Poplar St., Denver, Colo. 80220. Ph: (303) 322-3156.

SUZUKI 97cc dirt bike, extras, also Honda 90 trail bike. Tom (213) 676-6095.

HARLEY 74 & YAMAHA 250 front end $50 ea. 21 in. DT1 wheel complete $50. 650 & 500 Triumph crank $50 ea., Honda 250 crank $35. Extra Triumph parts. (213) 886-5349.

YAMAHA 100cc single – like new, less than 1000 miles. Call week days after 5 p.m. Saturday, Sunday all day. (213) 345-2440.

DESERT HODAKA
66' Ace 90, many extras, dependable, fast, excellent condition, call Steve (213) 472-5290.

WANTED – Parts man. Experienced. Must order, keep inventory and balance stock, ship. State experience, age, salary expected. Confidential. Also bookkeeper experienced motorcycle parts field. Box 15444, Del Valle Station, Los Angeles 15, Calif.

BMW-R60. 1967 excellent condition, only 10,000 mi. Ph: (213) 798-1022 Altadena.

1965 TRI-6 DESERT bike, excellent condition, many extras, make offer. (714) 465-8454. 1574 La Corta St., Lemon Grove, Calif. 92045.

'68 KAWASAKI 120 TR, 1000 miles, like new, see to appreciate (213) 869-1866.

EUROPE AHEAD – MUST SELL
'67 Husky 250cc, dependable desert bike, skid plate, Akront front rim, custom seat, Ceriani shocks, rebuilt engine, $645.00. (213) 255-6811 (Gannon).

1969 NEW 360 CZ Single pipe $1095. (209) 935-0320.

'68 MOTO BETA, Goodyear all tractions, comp. release, Filtron, custom soft seat, desert bars plus controls, good tuned pipe. Must sell, best offer. (805) 252-2613.

I WANT to buy any basket cases. After 6 call (213) 865-5197.

FOR SALE: 59 El Camino $750 or best offer. (213) 941-1321.

'68' TRIUMPH T120 gas tank $30.00. Also 68 Scoop front brake plus rim plus tire $45.00. Other Triumph parts. Steve (213) 941-0818.

1965 XLCH SPORTSTER 11,000 actual miles, many new parts. Will deliver up to 300 miles. Write Bill Crane, 1352 E. 25th St., Yuma, Ariz.

ATTENTION VAN-TECH OWNERS!
New, never run, Yamaha YAS-1C engine, 125cc 5-speed Twin, complete with mounting plates. Braverman specifications: 22mm carburetors, "Gyt Kit" pipes, etc. $500 invested. $300 takes. Al: (714) 882-0120.

'67 BSA 650 THUNDERBOLT exlnt. cond. Blk. & chrome, stock $750.00. Plus extras, large leather saddlebags, windshield. (213) 398-5389.

WANT 250cc Yamaha engine. Twin type (YDS-2 or 3). (213) 425-6908 eves.

'67 TRIUMPH 500cc, Ceriani forks & shocks, set for dirt $995.00. (714) 496-1747.

BULTACO Sherpa S, '64, reblt. fast $300 or best offer. (916) 756-3573.

1968 RICKMAN Metisse, extras, green in color, 650cc, 6 months old. (213) 675-1922.

HODAKA – New 100 engine, started once. Steel levers, expansion chamber, wide bars, Yamaha 250 back shocks, Naugahyde seat, 300x19 Continental front, 350 Carlile back, 46 tooth alloy sprocket $395. (213) 941-3958.

YAMAHA RINGS IN 1969 ON THE WINNING LINE

Fred **Edwards** riding for K & N M/C rode his Yamaha DT-1 to the District 37 Lightweight Points Championship and 250 expert class win Dec. 22, 1968, Perris, California.

Ray McCarty riding a Yamaha DT-1 won the California State Championship Moto-Cross, Dec. 15, 1968 at Carlsbad Raceway. Ray riding in the 250 Senior class is riding for Don & Rays M/C.

STATE CHAMPIONSHIP HARE SCRAMBLES
Dec. 15, 1968
1st 250 Expert Phil Bowers – Yamaha

District 37 TT Championship
Dec. 15, 1968
50cc Expert class
1st Steve Nichols – Yamaha
50cc Novice Class
1st Paul Lambert – Yamaha
250cc Amateur Class
1st Sandy Armstrong – Yamaha

California State Championship Moto-Cross
250 Senior Class
1st Ray McCarty – Yamaha

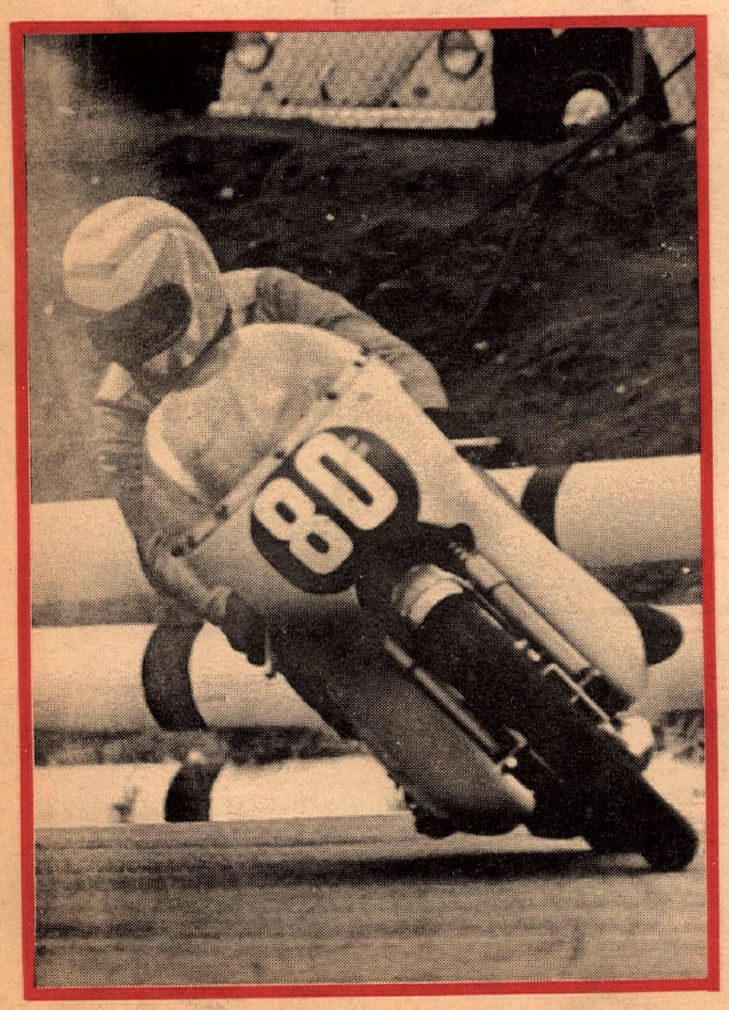
Perris Season High Point Riders
55cc Class
Steve Nichols – Yamaha
100cc Novice
Bob Sanders – Yamaha

Riverside Inter. Raceway
Dec. 15, 1968
250cc Grand Prix Class
1st Mike Lane – Yamaha
Yamaha Riders place 7 out of 1st 10
100cc Grand Prix Class
1st Ray Nakamoto – Yamaha
100cc Production Class
1st Pat Evans – Yamaha
125cc Production Class
1st Len Fallscheer – Yamaha

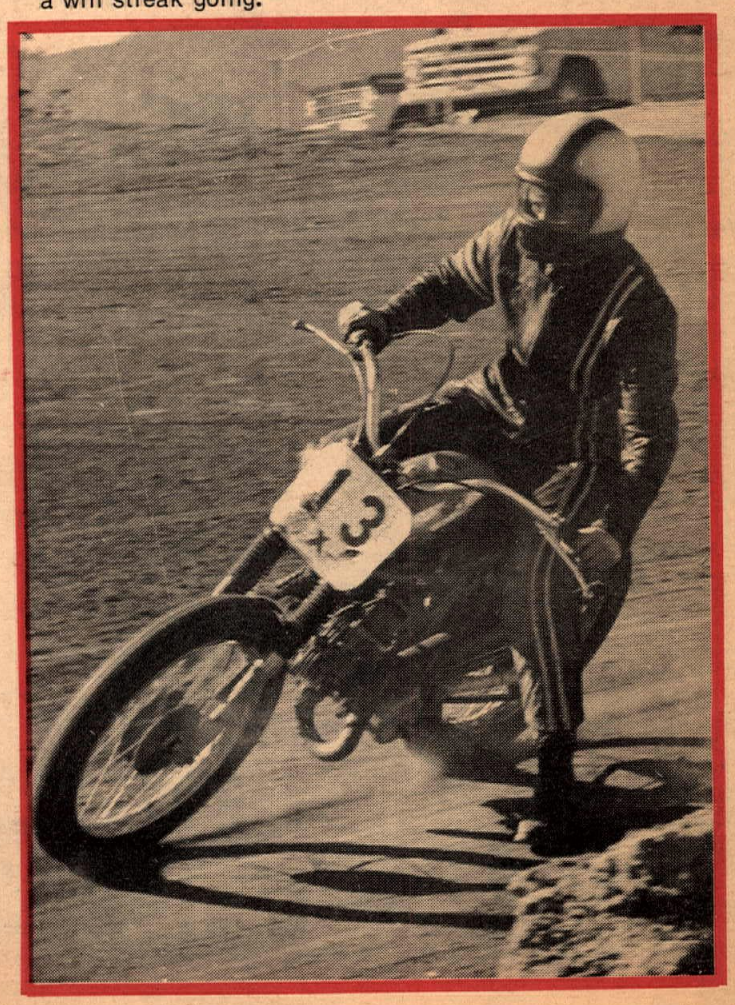
Coachella Valley MC
TT Scrambles – Dec. 22, 1968
250cc Expert Class
1st Fred Edwards – Yamaha
250cc Amateur Class
1st Loyal Penn – Yamaha
Powder Puff Class
1st Debbie Selden – Yamaha
50cc Expert Class
1st Steve Nicholas – Yamaha
50cc Novice Class
1st Paul Lambert – Yamaha

Desert Challengers Snow Run
Dec. 22, 1968
1st 250cc Expert
George Zuber – Yamaha

Mike Lane rode his Yamaha 250 twin to victory in the final event of the year at Riverside Inter. Raceway Dec. 15, 1968. Yamaha riders also won 7 of the first 10 places.



Debbie Selden aboard a K & N tuned Yamaha 100cc single won the Powder Puff event at Perris Dec. 22, 1968. Debbie journeyed down from Washington where she has quite a win streak going.



YAMAHA